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REPORT

OF THE

SUPERINTENDENT

OF THE

COLUMBIA AND PHILADELPHIA RAILROAD,

TO THE

CANAL COMMISSIONERS,

FOR THE YEAR 1856.

HARRISBURG:
A. BOYD HAMILTON, 75 MARKET STREET.
1857.

COMMUNICATION.

SUPERINTENDENT'S OFFICE, COL. AND PHILAD'A R. R.,
Parkesburg, December 1, 1856.

To the Hon. the Board of Canal Commissioners:

GENTLEMEN:—I have the honor herewith to submit the annexed report of the working and maintaining of the motive power, the cost of repairs and condition of roadway, and the improvement of the tracks on the Philadelphia and Columbia railroad, for the fiscal year ending November 30, 1856.

Very respectfully,

Your obedient servant,

J. B. BAKER,
Superintendent.

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REPORT

Showing the Receipts, Expenditures and Tonnage of the Philadelphia and Columbia Railroad, and the application of the expenses of the Motive Power and Repair Departments to the running of Freight and Passengers.

No. of passengers.	Miles traveled.	*RECEIPTS FROM PASSENGER TRAINS.*	No. of cars.			DR.	CR.
189,205	6,125,390	East, equal to 75,622 through passengers of 81 miles...	.....	$112,503 12			
186,605	6,740,808	West ...do...83,220.....do.....do.....do	.....	124,623 84			
45,284	966,431	East, on West Chester cars.....	.....	15,146 02			
41,826	932,500	West ....do.....do.....do.....do.....do	.....	14,465 65			
119,228	119,228	East and West on Philadelphia and Media railroad. ...	.....	1,142 16			
1,545	67,973	Do.....Hopewell passengers.....	.....	1,366 46			
580	40,600	Do.....Milton.....do.	.....	887 40			
2,091	25,092	Do.....Strasburg....do.	.....	418 20			
412	25,132	Do.....Ephrata Springs passengers.....	.....	560 32			
					$271,113 17		
21,334	1,728,054	Emigrant passengers west.....	.....	12,797 96			
		704,443 lb. extra baggage emigrant.....	.....	777 27			
					13,575 23		
		United States mail.....	.....	.....	11,520 00		
		Adams Express company east and west	.....	.....	8,628 24		
608,110	16,771,208	Number of cars hauled by passenger trains.....	26,454				
		From passenger trains.....	.....	.....	.....	.....	$304,836 74

STATEMENT—*Continued.*

Tons through.	Tons cleared.		No. of Cars			DR.	CR.
		Receipts from passenger trains brought forward.....	.....	.....	.....	.....	$304,836 74
		FREIGHT CLEARED WEST BY PENNSYLVANIA RAILROAD.					
	24,802	1st class through freight, }	.....	$54,553 92			
	22,735	2d....do.....do..... }	.....	34,099 13			
	6,394	3d....do..... do..... }	.....	7,153 87			
	26,456	4th... do.....do..... } Cars free of toll.....	23,575	23,790 97			
					$119,597 89		
	1,571	1st....do..local.....	.....	4,193 32			
	4,327	2d....do.....do.....	.....	8,735 50			
	2,517	3d....do.....do.....	.....	3,650 32			
	3,004	4th....do.....do.....	.....	3,681 79			
	534	5th....do.....do.....	.....	359 08			
		Empty cars and Cars carrying local freight.....	30,008	36,496 00			
92,340	92,340				57,116 01		
		FREIGHT EAST BY PENNSYLVANIA RAILROAD COMPANY.					
	708	1st class through freight, }	.....	1,591 90			
	4,855¾	2d ....do.....do .. }	.....	7,334 77			
	2,703¾	3d ....do.....do .. }	.....	2,950 03			
	89,838½	4th....do.....do .. } Cars hauling this freight free	.....	81,338 38			
	69,963	Coal..... } of toll.....	46,164	43,632 60			
	18,895½	Live stock..... }	.....	21,275 37			
189,631	2,666½	Lumber..... }	.....	1,728 36			
					159,851 41		
	746	1st class local freight.....	.....	2,008 50			
	1,897½	2d.....do.....do.....	.....	3,818 32			
	1,723½	3d.....do.....do.....	.....	2,639 74			
	18,541¼	4th....do.....do.....	.....	22,376 99			
	111½	5th....do.....do.....	.....	72 16			
	701¼	Lumber.....	.....	661 86			
23,721		Cars hauling local freight, (empty and loaded).....	7,211	8,742 42			
					40,319 99		

		SPECIFIC FREIGHT.				
	242	1st class, by canal west		$873 86		
	687¾	2d.....do.....do		1,919 53		
	189	3d.....do.....do		377 57		
	4,452¼	4th....do.....do		8,463 83		
5,571		Toll on cars	728	954 54		
					$12,589 33	
	10	1st class of canal east,				
	500½	2d....do.....do....				
	203	3d....do.....do.... } Toll paid at Pittsburg through,	2,304			
	7,245½	4th....do.....do....				
9,182	1,222½	Coal.....				
		COLUMBIA OFFICE.				
4,007½	4,007½	Local freight of different classes to Philadelphia		5,192 07		
5,367	5,367	Lumber.....do .....do		5,232 64		
		Cars hauling local freight and lumber and empty cars...	2,745	3,331 14		
27 690	92,489	Local freight to different points on the road west of Philadelphia		32,122 69		
		Cars hauling.....do	22,150	7,088 37		
					52,966 91	
		LANCASTER OFFICE.				
35,369¼	44,911½	East, cleared to different points on the road		47,486 14		
		Toll on cars hauling the same	14,075	13,526 25		
429	3,334½	West, cleared from different points on the road		763 24		
		Toll on cars hauling the same and on empty cars	15,640	8,737 11		
					65,512 74	
		PARKESBURG OFFICE.				
23,910	36,766½	East, cleared from different points on the road		33,546 86		
		Toll on cars hauling.....do.....do	10,425	8,151 38		
328	811½	West, cleared from different points on the road		521 57		
		Toll on cars hauling same and empty cars	6,201	4,048 03		
					46,267 84	
		Receipts carried forward			554,222 12	304,836 74

STATEMENT—*Continued.*

Tons through.	Tons cleared.		No. of cars.		DR.	CR.
		Receipts from the road brought forward			$554,222 12	$304,836 74
		PAOLI OFFICE.				
5,313½	12,252	East, cleared from different points on the road		$10,580 00		
		Toll on cars hauling the same	4,891	2,500 10		
49	64½	West, cleared from different points on the road		127 57		
		Toll on cars hauling the same and empty cars	276	255 91		
					13,463 58	
		PHILADELPHIA OFFICE.				
29,344	44,925	West, local freight, cleared to different points on the road,		53,601 15		
		Toll on cars hauling the same	31,588	26,636 34		
					80,237 49	
84	6,794	East and west for the Philadelphia and Media railroad		67 94		
		Toll on cars hauling the same	1,379	27 58		
					95 52	
		Freight cars	219,360			
		Passenger cars	26,454			
452,336¼	572,168	Total number of cars	245,814			
		Receipts from freight			648,018 71	648,018 71
		TOTAL RECEIPTS				952,855 45

Applicable to passengers.	Applicable to freight.				
		WORKING EXPENSES.			
		MOTIVE POWER DEPARTMENT.			
		RUNNING EXPENSES, which includes the expenses of running and repairing the motive power, the expenses of which increase in the same ratio as that of tonnage.			
		12,330 cords of wood	41,696 94		
		Sawing and splitting wood	3,818 59		
		Moving wood and coal	4,432 26		
		19,261¼ tons of bituminous coal	95,759 13		
		9,225½ gallons oil	9,463 85		
		17,923 pounds cotton waste	1,521 35		
		Wages of locomotive engineers	41,550 75		
		do.....do....firemen	27,263 50		
$65,319 21	$159,587 16			224,906 37	
		WORK-SHOP EXPENSES.			
		Wages of machinists, carpenters, smiths and helpers at Parkesburg shops	27,039 12		
		Iron, steel, copper, tin, lumber, &c., used in all the shops	18,376 90		
		Casting for locomotives, tanks, wheels, &c	7,061 25		
		650 cords wood for stationary engines	2,257 00		
		Moving coal and wood and sawing, do	1,620 00		
		900 tons bituminous coal for smith shops	4,473 90		
		Wages of machinists, smiths, helpers, &c., at West Phila. depot	8,212 42		
		Engine cleaners at West Philadelphia	965 16		
		Machinists, smiths, carpenters, &c., at Columbia depot	8,818 91		
		Engine cleaners at Columbia depot	2,034 55		
		Repair of engines at other establishments	4,456 97		
		Oil, 350 gallons, $358 75; anthracite coal, 200 tons, $796, at Parkesburg depot	1,154 75		
		Oil, 250 gallons, $256 25; anthracite coal, 420 tons, $1,671 60, at Philadelphia and Columbia depot	1,927 85		
		Waste, 900 pounds, for stationary engines at shops	76 50		
				88,475 28	
25,599 76	62,875 52	Running expenses			$313,381 65
90,918 97	222,462 68	Carried forward			313,381 65	952,855 45

STATEMENT—*Continued.*

Applicable to passengers.	Applicable to freight.				DR.	CR.
$90,918 97	$222,462 68	Total receipts brought forward,.....	.....	.....	.....	$952,855 48
		Total running expenses brought forward.....	.....	.....	$313,381 65	
		SUPERINTENDENCE, &c. &c.				
		Salary of Superintendent and Clerk.....	$2,196 00			
		do....manager, foreman, engineer and watchman at Parkesburg,	3,855 50			
		do....wood inspector.....	732 00			
		Rent paid water companies for use of water for locomotives.....	2,025 00			
		Wharf rents for coal and wood at Columbia.....	510 00			
		Pumping water and pay of watchman at Dillerville depot.....	4,471 40			
		64½ tons anthracite coal at water stations.....	258 56			
		Repairs done at water stations.....	981 39			
		Wages stationary engineer and watchman at West Philadelphia depot,	3,192 76			
		do.....do.....do.....Columbia.....do..	995 99			
		Use of gas at Columbia depot.....	30 50			
		Stationery and printing.....	520 79			
		Miscellaneous.....	1,214 38			
5,714 00	15,270 27			$20,984 27		
		TRANSPORTATION EXPENSES.				
		Salary of despatcher at West Philadelphia	$915 00			
		Wages of switch tender at West Philadelphia.....	2,142 50			
		Salary of despatcher at Columbia	915 00			
		Wages of switch tender at Columbia.....	1,061 24			
		Salary of State agents on passenger trains.....	7,761 00			
		Salary of local agents, including telegraph operators.....	4,027 33			
		Horse power at West Philadelphia	3,237 50			
		Do. Columbia.....	1,565 00			
9,891 00	11,733 57			21,624 57	42,608 84	
106,523 97	249,466 52	Expenses of the motive power department.....	.....	.....	355,990 49	

		REPAIR DEPARTMENT.				
		Salary of assistant supervisor	$915 00			
		Wages of foremen on sections	6,738 50			
		Do....laborers	53,927 67			
		Do....bridge tenders	2,972 50			
		Horse hire on sections	1,190 58			
		Masonry at bridges	135 45			
		Cross-ties	1,976 49			
		Castings	1,308 00			
		Smith work	1,784 36			
		Carpenter work at bridges	1,746 05			
		Lumber and stone for repairing bridges	1,571 49			
		Hardware and tools	500 37			
		Railroad iron	4,000 00			
		Hand cars for sections	165 00			
		Miscellaneous	343 97			
$25,953 50	53,321 93	Expenses of repair department		79,275 43	79,275 43	
		TOTAL EXPENSES *of motive power and repair department*			435,265 92	
2,500 00	9,359 09	Salary of collectors, weigh-masters, cargo inspectors and incidental expenses of their offices			11,859 09	
134,977 47	312,147 54	69 82-100 cents per ton for 81 miles=8 6-10 mills per ton per mile.				
	134,977 47	65 6-10 cents per passenger for 81 miles=8 1-10 mills per passenger per mile.				
	447,125 01	Expenses for working, repairing the road, machinery and pay of collectors, &c			447,125 01	447,125 01
		Profit over working expenses and necessary yearly repairs. Equal to 10 1-8 per cent. on $5,000,000.				505,730 44

STATEMENT—*Continued.*

Applicable to passengers.	Applicable to freight.				DR.	CR.
		Profit over working expenses and necessary yearly repairs br't forw'd,	.....	.....	.....	$505,730 44
		SUNDRY EXPENSES incurred for the purchase of locomotives, machinery for shops and other improvements not applicable to any one year.				
		Eleven new first class locomotives	.....	$115,000 00		
		One new turn table at West Philadelphia depot	$2,000 00			
		Cast iron coping and iron work	508 56			
		Masonry, circular walls and centre foundation	920 00			
		Five additional buildings to enlarge depot	2,165 00			
		Lumber for table and tracks	150 00			
		New No. 2 engine lathe	475 00			
		Labor taking up and putting in new tables	255 00			
		One new cast iron slide table at Parkesburg shops	1,250 00			
		Masonry and carpenter work altering.....do.....	1,360 34			
		Labor by engineers, firemen and other hands when in shop	1,900 00			
		Lumber for tracks and planking	703 83			
		Iron, &c., used in table	300 00			
		Machinery for shops at Parkesburg	1,403 50			
		Do.....do...Columbia	500 00			
		Locating telegraph offices	407 06			
		Laying gas pipe in Columbia	182 52			
			14,480 81			
		Credit by old material on turn and slide tables	3,248 75			
				11,232 06		
		Re-building Little Conestoga bridge and filling trussel-work	21,289 65			
		Do....Strickler's bridge	4,219 00			
		Embankment and ballasting Big Conestoga	3,944 00			
		Do.....do.....Downingtown	3,000 00			
		New office for Superintendent	900 00			
		Carpenter shop at Columbia	1,250 00			
				34,602 65	160,834 71	160,834 71
		Total expense for working road, purchase of 11 locomotives, enlarging and improving depot and Parkesburg shops, new machinery, &c., and improving road by making 44,220 cubic yards embankment	.....	.....	607,959 72	
		NET REVENUE OVER ALL EXPENSES, equal to 6 9-10 per cent. on $6,000,000	.....	.....	.....	344,895 73

The result of the past year's business is more gratifying than that of any previous one, and is the sure precursor of a profitable future. At the opening of the season the trade from the west bid fair to exceed largely the business of the preceding year, but the fall and continued lowness of the western waters reduced the year's business to little over the ordinary and natural increase. In the fall months of 1855, the tonnage for the eastern markets was nearly fifty per cent. greater than the same months of the year before, yet the whole increase in the eastward trade in 1855, was seventeen per cent., and the past year $4\frac{6}{10}$ per cent. greater.

The trade from the east for Pittsburg, and points west of it, has been much more encouraging. Only fourteen hundred tons of an excess was shipped from Philadelphia in 1855, over that of 1854, one and a fourth per cent. increase. The advance of 1856, over the preceding year, is nine per cent.

It will be remembered that the financial troubles in the western States in 1854, prevented the purchase of goods in the eastern cities, and consequently interfered with the profits of railroads as well as merchants.

The year upon which we have entered will no doubt be satisfactory to those interested in internal improvements. All kinds of business have been prosperous and blessed with increase, a proportion of which, I trust, will find its way into the Treasury of our good old Commonwealth. She was the pioneer in public improvements, and richly deserves a good return.

The following tables show the business of 1855 and 1856:

Comparative statement of business Eastward.

Years.	Tons cleared.	Equal to through tons.	Tolls collected.
1856.....	418,328	324,192	$368,928 94
1855.....	347,709	266,567	308,280 98
Increase.....	70,619	57,625	60,647 96

Comparative statement of businees Westward.

Years.	Tons cleared.	Equal to through tons.	Tolls collected.
1856.....	147,046	128,061	$278,994 15
1855.....	133,333	116,135	266,055 37
Increase.....	13,713	11,926	12,938 78

The total increase in the tonnage east and west is sixty-nine thousand five hundred and fifty-one tons, equal to 18.2 per cent.; while that of 1855 was but thirty-nine thousand four hundred and forty-nine tons, equal to $10\frac{3}{10}$ over 1854.

The increased tolls on eastward freight are.....	$60,647 96,	nearly	$19\frac{6}{10}$
And on westward freight.....	12,938 78,	"	$4\frac{8}{10}$
	73,586 74		12.2

The running expenses, as per page 9, chargeable to freight department, are two hundred and twenty-two thousand four hundred and sixty-two dollars and

sixty-eight cents, an increase of twenty thousand four hundred and forty-nine dollars and sixty cents, or $10\frac{1}{10}$ per cent. over the preceding year; while the increase in tons was sixty-nine thousand five hundred and fifty-one, or 18.2 per cent. Showing the running expenses 8.1 per cent. less than the increase of trade. The expenses for working, repairing the road, machinery, &c., as per page 11, were four hundred and forty-seven thousand one hundred and twenty-five dollars and one cent, being only seventeen thousand two hundred and seventy-six dollars, or $5\frac{8}{10}$ per cent. greater than 1855. The comparatively decreased expenses are attributable to a good track with less cost to keep it in proper order; and to locomotive power which is not excelled in the United States.

The cost per ton, being reduced to through tons, (eighty-one miles,) was 69 87-100 cents. In 1855 the cost was seventy-seven cents.

Number of tons carried by Pennsylvania railroad company, cleared at the West Philadelphia office, were ninety-two thousand three hundred and forty, an increase of sixteen thousand two hundred and thirteen tons. The whole increase was in the freights cleared for Pittsburg. There is a decrease in their way or local tonnage of one hundred tons. There is also a decrease of four thousand one hundred tons cleared for the canal. The local tonnage on this road going west, has remained stationary.

On eastward classed freight from Pittsburg by Pennsylvania railroad, the increase was eighteen thousand seven hundred and twenty-six tons. The fourth class increased twenty two thousand and thirty-one tons, while the other three classes decreased three thousand three hundred and five tons. Perhaps the toll sheet or classification to the fourth class is too liberal. Their local tonnage eastward increased five thousand tons, and they carried sixty-nine thousand nine hundred and sixty-three tons of coal, against forty-nine thousand eight hundred and seven, in 1855. The toll on coal was forty-three thousand six hundred and thirty-two dollars and sixty cents.

The number of passengers, and receipts therefrom, indicate for the Central road through Pennsylvania, a growing popularity; and when the western connections are all completed, the net receipts from passengers alone will nearly, if not quite, pay the interest on the cost of the road. The gross receipts from passenger trains were three hundred and three thousand six hundred and ninety-four dollars and sixty-eight cents, or twenty-two thousand three hundred and fourteen dollars and seventy-five cents greater than the previous year.

The number of passengers carried, six hundred and eight thousand one hundred and ten; traveled, sixteen million seven hundred and seventy-one thousand two hundred and eight miles; equal to two hundred and seven thousand and eighty-six passengers, eight-one miles; exceeding the miles traveled in 1855, one million six hundred and sixty-two thusand three hundred and fifty-one.

The expenses chargeable to passenger trains were one hundred and thirty-four thousand nine hundred and seventy-seven dollars and forty-seven cents, leaving a net income of one hundred and sixty-eight thousand seven hundred and seventeen dollars and twenty-one cents. The cost per passenger was one and a half cents less than in 1855.

For a detailed statement of the business of the road, I would refer you to the account at the beginning of the report, and the passenger statements, No. 7.

The gross amount of tolls were	$952,855 45
And for 1855	857,048 69
Increase	95,806,76

The increase in 1855 over 1854, was thirty-five thousand five hundred and twenty-three dollars and thirty-five cents.

The profit over the working expenses and necessary yearly repairs is five hundred and five thousand seven hundred and thirty dollars and forty-four cents, equal to ten and one-eighth per cent. on five millions of dollars, and the net revenue over all expenditures, excepting the re-construction of the track, is three hundred and forty-four thousand eight hundred and ninety-five dollars and seventy-three cents, equal to six and nine-tenths per cent. on cost of road.

The net revenue is thirteen thousand nine hundred and thirty-six dollars and sixty-four cents less than the previous year, owing to the large expenditure for locomotives, re-construction of bridges, and filling spans with earth, amounting to one hundred and sixty thousand eight hundred and thirty-four dollars and seventy-one cents. If a proper proportion of this sum, say ten per cent., was charged to the current expenses of the year, then the net revenue would be four hundred and eighty-eight thousand nine hundred and thirty dollars, or nine and three-fourths per cent. on five millions of dollars, an annual per centage not greater than will be received hereafter.

The annexed table exhibits a comparative statement of the business of 1855 and 1856.

Years.	Trips made by locomotives.	No. of cars passed at Parkesburg, including passenger cars.	Tons of freight cleared.	Cost of motive power.
1856....	9,735	214,209	565,374	$355,990 49
1855....	10,807	210,035	481,012	324,008 24
Decrease...	1,062	Incr., 4,174	84,362	31,982 25

In 1855 the increase in tonnage cleared was ten per cent., while the cost of motive power, including cost of passenger trains, was eleven per cent.

The past year it has been reversed, as the increase in business was 18.2, and that of motive power, including passenger trains, but nine and eight-tenths per cent.

I would remark in connection with the cost of motive power applied to freight trains, that I am of the opinion that long cars, as they are generally constructed, add unnecessarily to the cost of motive power on a road having much curvature. The adhesive power of every locomotive is well defined, and the weight of the load it can draw depends entirely upon the running condition of the wagons attached to it. If they run easy when loaded, the number is augmented and the amount of paying freight is increased, thus reducing the expenses per ton; but when the cars are constructed without having the great *desideratum* of being easily moved on a curve with a load, then the cost per ton is enlarged.

Another year's experience has additionally confirmed me in the views expressed in my last annual report, viz:

"In October last the press of western business being greater than the cars on the line could accommodate, with even this greater amount of loading, you allowed a further increase of 2,000 pounds to the long car, and 1,000 pounds to a short car, permitting the former to weigh 34,000, and the latter 16,000 pounds; a greater number of tons were thus forwarded in a less number of cars, but I doubt whether any other advantage was gained by the recent increase. I am inclined to think that from the construction of many of the cars the injury sustained by them and done to the rails, and the increase of power

required to haul them, more than overbalance the saving gained by the additional loading; but by having cars (long ones particularly) properly constructed with centre bearing on the truck, numerous advantages would be acquired by increasing the weight of a long car to 40,000, or even 44,000 pounds. All of the cars passing over this road, excepting those owned by individuals, have badly constructed pivots. Instead of the whole weight resting on the centre of the bolster, it is borne at three points, in the centre and each end.

"Cars of this construction are totally unsuitable for a road crooked as ours, and not one recommendation can be advanced in their favor for running on any road in the country. In a car nor having the whole bearing in centre of the truck, nearly the entire weight, when passing a curve, is thrown upon the end of the truck bolster over the outside or high rail of the curve, thus preventing the truck from curving freely, forcing the flanges of the wheels against the rail, wearing both rails and wheels with destructive rapidity. If the injury done to the roadway and rolling stock were the only disadvantage arising from this improper construction, it might perhaps be thought worthy of but little consideration, as cars and wheels will wear out and no inquiry be made how it was done. But when it requires ten per cent. more power to haul such cars, thereby increasing the running expenses in equal proportion, it would be well to discriminate in favor of cars doing the least injury to the road, and requiring less power to move them on a curve.

"I would recommend that all long cars having suitable centre bearing, with the required sized axles, be permitted to weigh 36,000 pounds, and all short cars, having the required sized journals, to weigh, when loaded, 17,000 pounds. All long cars not having the whole weight, when on a curve, on the centre of the truck, to be restricted to 32,000 pounds, and permit no car to run after the first of April, 1856, having axles less than four inches, and journals less than two and seven-eighths inches in diameter. If all the cars passing over this road were fit to carry five tons instead of four, one-fourth more business could be done with the same number of cars employed last year, and no additional sideings would be required to accommodate twenty-five per cent. increase of business.

"To do the business of last year, 481,012 tons, required 196,939 cars; by allowing an increase of one ton to each car, a business of 601,265 tons would employ but the same number.

"But few of the engines now built have less than 24,000 to 28,000 pounds on the truck; 20,000 pounds is, therefore, not too much for the truck of a car to carry safely."

The tracks on this road are not excelled anywhere, for permanency of construction. Neither the old ballasting or bed of the road was disturbed, but additional ballasting was put on, and the cross-ties laid twenty to twenty-two inches apart, and thoroughly back ballasted. The tracks, as well as the superstructure, is capable of bearing and sustaining with durability, 22,000 pounds on a truck of four wheels, or 5,500 pounds on each point of bearing on the rails; and I would advocate allowing that weight, when there is greater attention paid to the force required to propel the cars around a curve.

Last year we hauled 750,000 tons of unprofitable weight, (cars,) and but 572,000 tons of paying freight, showing a great disproportion between the number or weight of cars, and the loading they carried.

Before our railroads, designed for carrying of freight, can be made to yield an income in proportion to the risk and expenditure involved in their construction and working, a large reduction must be made in the unprofitable weight attached to the power. This can easily be gained by expending more money in building the running parts of cars, and increasing their capacity.

The average cost of wood, three dollars and thirty-eight and two-thirds cents per cord; and coal, four dollars and ninety-seven and a half cents per ton, which is higher than it will cost hereafter; two thousand tons Cumberland coal, cost six dollars delivered at the depot; fifteen hundred tons Pittsburg, delivered in the fall of 1855, for winter consumption, at five dollars and forty-five cents per ton.

Average consumption of wood per trip, for freight trains.....	$2 43
Do.....coal....do....2.47 tons.....	12 28
Sawing and moving wood and coal.....	80
Oil per trip, $\frac{869}{1000}$ gallons.....	90½
Cotton waste.....	14½
	16 56

The quantity of wood consumed by freight trains was four thousand six hundred and thirty cords, and coal, fifteen thousand nine hundred and sixty-three tons. Cost of fuel in 1855, consumed by freight trains, was ninety-seven thousand five hundred and forty-two dollars and eighty-two cents, and hauled three hundred and eighty-two thousand six hundred and seventy-two tons, equal to twenty-five and four-tenths cents for eighty-one miles, or three and one-tenth mills per ton per mile. The past year four hundred and fifty-two thousand two hundred and fifty-three tons were hauled eighty-one miles, costing for fuel one hundred thousand and forty-four dollars and ninety-two cents, equal to twenty-two and three-tenths cents, or two and three-fourths mills per ton per mile, a reduction of nearly four-tenths mills per ton per mile.

The following statement shows the cost in a condensed manner for 1856:

The cost of fuel per ton, 81 miles, $22\frac{3}{10}$ cents; per ton per mile 2.75 mills.

The cost of running expenses, consisting of fuel, engineer's and firemen's wages, oil, work-shop expenses, &c., per ton for 81 miles, $49\frac{7}{100}$ cents; per ton per mile $6\frac{13}{100}$ mills.

Total cost for motive power and roadway expenses, per ton of 81 miles, $69\frac{82}{100}$ cents; per ton per mile $8\frac{62}{100}$ mills.

The motive power is composed of fifty-nine engines of the following weight:

	TONS.
7, four connected.....	35
6..do....do.....	31
3..do....do.....	30
7..do....do.....	28
4..do....do.....	27
8..do....do.....	26
9..do....dd.....	20
6..do....do.....	18
1, six connected.....	18
8, two....do.....	11
59	

The eleven ton engines are used for construction trains, and are pretty well worn and unfit for service on freight. The thirty-five, thirty-one and thirty ton engines have been purchased and placed on the road within two years.

Four of the eleven that were built last year, were made by R. Norris & Son, "Old Hickory," "Old Dominion," "Hoosier State" and "Washington," each weighing thirty-five tons, the adhesive weight being twenty-one a and

half tons. The style, finish and workmanship of these engines do credit to the character of Messrs. Norris's works. I could not desire to have locomotives perform better, and it would be difficult to construct engines to cost less for repairs than they have done since they were put on the road. The three other thirty-five ton engines were built at the Lancaster locomotive works, and they are fully equal to the justly celebrated character of locomotives constructed by John Brandt, Esq. By the use of his make of engines, this road has been raised from an unenviable position as to promptness and regularity of doing business, to an equality with most roads for the punctuality of its trains.

The names of the engines made at the Lancaster locomotive works, are "Fingal's Baby," "Fallstaff" and "Buchanan," each thirty-five tons; "Attilla" and "Alaric," passenger engines, five and a half feet drivers, weight thirty one tons. The remaining two of the eleven bear the name of "Yorick" and "Corporal Trim," and are fully worthy the names with which they are honored. They were made at the New Jersey locomotive works, and are very superior machines in every respect. It would be a difficult matter to procure eleven better engines in this country, than those which were placed on this road last year.

The appropriation of May 13, 1856, for motive power expenses, including the purchase of eleven locomotives, building additions to West Philadelphia depot, new machinery, &c.....		$412,850 00
And by act of May 7, 1855.....		70,000 00
		482,850 00
Of this there has been expended.....	$437,492 25	
And debts contracted.....	44,730 00	
		482,222 25
Leaving of the appropriation unexpended.....		627 75

Which I would respectfully ask to be permitted to remain as appropriated, to meet any small bills that may not be included in the list of debts contracted, as it is almost impossible to be cognizant of every little sum. The disbursements for this department amounted to nearly half a million of dollars, and the dealings have been with several hundred persons.

It is proper to observe, that in striking the balance between the expenditures and the appropriation, I have included the sum of twelve thousand and four dollars and twenty-four cents on deposit in the Lancaster Bank, which is at present unavailable, in consequence of the suspension of that institution; and if it does not resume payment in a short period, then an appropriation equal to the amount of the deposit will be required to pay the creditors of the road, as under the circumstances of the case, I do not presume that it will be pretended that I can be held responsible for the amount of that deposit, in the event of the bank not being able to meet its liabilities.

In the appropriation, one hundred and twenty-two thousand two hundred and fifty dollars were provided for the purchase of locomotives, machinery, &c., and there have been expended for that and other improvements, one hundred and twenty-six thousand two hundred and thirty-two dollars, besides three thousand two hundred and forty-eight dollars of the funds received for old material. For a detailed statement, I refer you to the account in the beginning of this report, page 12.

We may look forward to a still increasing business, and the better policy will be to be prepared with power at all times to meet the wants of the trade. I accordingly ask for sixty-four thousand dollars, to purchase six locomotives, two passenger and four freight. Should the Pennsylvania railroad company

desire to increase their coal tonnage, and will furnish sufficient cars for this business at all times, to enable the coal operators to contract for the delivery of coal throughout the year, there will be a large increase in the trade. Under the present or past policy of the company, that of carrying coals only at its convenience, the miners could not depend upon being supplied with cars regularly, or when needed.

The Baltimore and Ohio railroad company having advanced their rates on coal to something near remunerating prices, will enable the coal dealers of the Broad Top and Allegheny regions to compete in the eastern markets with the Cumberland coal. The rates from Cumberland to Baltimore (one hundred and eighty miles) previous to the first of October, were two dollars and twenty-five cents per ton; since that period it has been advanced fifty cents per ton.

The Broad Top coal field is distant from Philadelphia two hundred and thirty-seven miles, and the coal of this region is equal, if not superior, to the Cumberland. It now can be placed in Philadelphia nearly as cheap as Cumberland at Baltimore. If the business in bituminous coal is encouraged, it will exceed the quantity sent to market last year one hundred per cent., and the increase of power for which I ask will scarcely be adequate.

In my last report I estimated the running expenses for the past year at three hundred and thirteen thousand six hundred dollars. There were used for that purpose three hundred and thirteen thousand, three hundred and eighty-one dollars and sixty-five cents. See page 9.

The following named amounts will be required for the motive power and other purposes connected with that department, for the year 1857, viz:

For running expenses estimated for ten per cent. increase of business	$344,700 00
For superintendence, &c.	50,000 00
For locomotives (six)	64,000 00
For new depot at Dillerville	9,000 00
For new roof Parkesburg shops	5,500 00
For miscellaneous expenses	2,500 00
Total	475,700 00

WATER STATIONS

Have received the care and attention necessary to insure a supply of water. Nine hundred and twenty-two dollars were expended for repairs, new tubs, &c. The different stations will require about the same amount the coming year, which is included in the estimate for superintendence.

ENGINE DEPOTS AND PARKESBURG SHOPS.

Within the past year the engine house, at West Philadelphia, has undergone a thorough repair. The iron turn-table that was placed in it in 1855, was found rather light for the great and constant use to which it was subjected, and requiring a new table at Parkesburg, it was removed thither, and replaced by a much heavier one, on a new and firm stone foundation. A new circular brick wall was built around the table, and securely protected by cast iron coping. The tracks were all leveled and adjusted to the coping round the table, making the finish inside more complete and convenient than it ever has been.

Five additions of same dimensions (fifteen by twenty-two feet) and character, as those built the previous year, were erected the past summer. The capacity

of the depot is much enlarged by these improvements, and it is capable of holding eleven of our largest engines and eight of the smaller class, with their tanks, nineteen in all, just one-third the number of locomotives on the road. Should we be unfortunate enough, which has never been the case, to have thirty-three per cent. of the power constantly in the shops at Parkesburg, undergoing repairs, and the remaining thirty-eight equally balanced, the engine house at West Philadelphia can store its portion snugly enough from the frost; but when there are forty-five engines in service, about the usual number, the officer in charge is somewhat perplexed, during inclement weather, to provide room for them all in the house. At this time it is too small and cannot be further enlarged. A second depot will be required in a year or two, and it would be well to select the location and make some preparation next summer for the building of it in 1858.

The old track, entering the house, was abandoned on account of its great curvature. A new and more direct one was laid through a new doorway into the house, and is a great improvement over the former entrance. But one other improvement is wanting, and arrangements have been made to secure that, viz: a more adequate and certain supply of water.

For some years the source from which the water is conveyed to the depot has been gradually diminishing, and now affords only a partial supply. The city of Philadelphia have agreed to furnish a sufficient quantity. The pipes will soon be laid to the depot, and when the water is introduced, both the exterior and interior of the round house, with the exception of the covering of the roof, will be in complete order.

The improvements are of a durable character, and the amount required, annually, to keep them in proper condition, will be inconsiderable.

The amount expended in and about the depot was as follows, viz:

New cast iron turn-table	$2,000 00
Cast iron coping and iron work	508 56
Masonry, circular wall and centre foundation	920 00
Five additions to depot	2,165 00
Lumber for table and tracks	150 00
New, No. 2, engine lathe	475 00
Labor taking up and putting in new table	255 00
	6,473 56
Credit on turn-table of old material	1,999 36
Paid out of motive power appropriation	4,474 20

The mechanical force was considerably increased at each end of the road, causing the expenses to be greater at the depots than they have heretofore been.

A brick carpenter shop, fifty-five by forty-five feet, has been built at the Columbia depot, at a cost of one thousand two hundred and fifty dollars. Heretofore the carpenters occupied several tracks in the depot, which were required for engines, and as the carpenters were indispensable to repair wood work for the engines and tanks, a suitable place had to be prepared for them.

This depot has the same fault as the one at the eastern terminus, being too small. But nineteen engines can be accommodated in it, and owing to the passenger engines all laying over at Columbia, scarcely a night elapses that from one to half a dozen are not forced to stand out. Already several have been injured by being frozen on the siding tracks.

Within the next year a depot should be built at Dillerville to house the engines doing the trade from the Harrisburg and Lancaster road, and if its capacity was made great enough to accommodate all the passenger engines which deliver trains at Dillerville, the Columbia depot would then be enabled to hold four more freight engines. By this arrangement considerable wear and tear and expense would be saved, as there is no necessity for running four large passenger engines from Dillerville to Columbia with one or two cars. The passenger business between those places can be done more conveniently in connection with freight, by employing an engine for that purpose. The depot should be located on the point of land between the two roads, which has been leveled by removing the earth to the Little Conestoga bridge.

The expense of a brick depot, with a Howe truss roof, will be..	$6,000 00
Turn-table and putting it in.....	2,000 00
Tracks.....	1,000 00
Total.....	9,000 00

PARKESBURG SHOPS.

At the time of making my last annual report, I felt the necessity of making a thorough change in the arrangement of the house for repairing engines, but hesitated to ask for an appropriation to do it, because of the large sum absolutely required for other purposes, and would not have undertaken to make the alterations without an appropriation, could the large engines have been taken into the shops on the old curved track. A track on another location became necessary, and upon consultation with the President of your Board, it was determined to construct a new one, to enter another part of the building, and place in it, outside of the depot, the iron turn-table thrown out of use at West Philadelphia.

The depot is one hundred and twenty feet square, and had a forty feet turn-table in the centre, with tracks diverging from it. By this arrangement much space was lost, and in many other respects, the plan was unsuitable and objectionable for the purpose for which it was used. The table was removed. The tracks were taken up and laid parallel to each other, and a cast-iron slide table, twenty-eight feet long, has been placed on a track running lengthwise through the centre of the house. The expense of the alteration was quite heavy, but the conveniences obtained by it warranted the outlay. The depot can at any time be enlarged with small expense, by increasing its length, and extending the track upon which the slide table moves. For the detailed expense please see page 12.

I would prefer not expending a further sum on this shop, but it absolutely requires a new roof. Your President examined it, and I believe coincides with me in opinion, that it would be better to remove the old one than undertake the repairing of it. The roof is slate, and has sunk in many places from three to five feet, owing to the weakness of the truss. It will be difficult and expensive to raise it permanently and make it water proof. A Howe truss roof will reduce the height about twenty feet, and will lessen the space to be heated in cold weather, above the walls, about one hundred and forty-four thousand cubic feet, and consequently render the depot more comfortable in winter. The roof, to be covered with galvanized iron, will cost five thousand five hundred dollars, for which I ask an appropriation.

Considering it the duty of those having the management of railroads, to make known any improvement in the construction of machinery, &c., whereby

a saving of expense is obtained in the working of roads, is my reason for giving the result of the experiments made with a locomotive engine, with "Phleger's" patent boiler for burning coal, built by Messrs. Norris & Son.

At the request of the builders, the engine was permitted to run on this road to test its capability to haul trains equal to its capacity, using either anthracite or bituminous coal. It has been generally conceded that this road is one of the most difficult on which to use anthracite coal, owing to its undulating character and steepness of the grades. The use of this kind of fuel has in several stances been tried without success. Those interested in the performance of the engine, supposed that if it performed satisfactorily here, no danger could be apprehended from its use on any other road, and I am happy in being able to say, that no locomotive could have performed better than the "Lora Nash" did with us.

No advantage was given it, either in running or fuel. The engine was attached, in its turn, to a train equal to its power, and every trip gave perfect satisfaction. The engine was driven and controlled by our men, and I feel assured that no extra pains were taken to prevent its using more coal than it would ordinarily in a regular business.

The following is the result of three trips made with bituminous coal, Broad Top. I did not get the result of the experiment with anthracite, though it was used in alternate trips with success. One trip I rode on the engine from Parkesburg to Lancaster, when using anthracite. The grade one-half mile west from Parkesburg, descends at the rate of thirty feet per mile, for three miles, then ascends for four miles, at thirty to forty-five feet; then descends at the rate of forty-five and thirty feet per mile to Pequea creek, seven miles, and from thence to Lancaster the grades are not as long or as steep. I never saw a more regular or brighter fire. It was not raked during the day; no perceptable smoke or dust from the smoke stack. I am unable to see why a boiler of this make will not answer roads which contemplate the use of anthracite coal. Abundance of steam can certainly be generated by its use without much trouble or difficulty. But the roads, and those connected with them, running through the bituminous coal fields, are more interested in procuring locomotives which will use it with cleanliness and economy, and for their benefit I give the experiments with the soft coals more in detail.

Left West Philadelphia November 28, at nine o'clock and fifteen minutes, A. M., with thirty-six cars, nine of which loaded; arrived at Columbia at three o'clock and forty-five minutes P. M.; detained seventeen minutes; consumed twenty-eight hundred pounds of coal; diameter of exhaust, three and a half inches; pressure on steam guage one hundred and twenty pounds.

November 29; left Columbia at ten o'clock and twenty minutes, A. M., with thirty cars, (fifteen long ones;) weight of cars and loading two hundred and twenty tons; diameter of exhaust, ascending thirty feet grade from Columbia, two and three-quarter inches, and the Gap, forty-five feet four and a half inches; left sixteen cars at Downingtown, forty-nine miles; remainder, fourteen, through to Philadelphia; coal consumed, three thousand seven hundred pounds; the day wet and track bad.

December 2; left Columbia at eight o'clock and fifty minutes, A. M., and arrived at Philadelphia at four o'clock and ten minutes, P. M.; detained thirty-eight minutes; thirty-six loaded cars to Lancaster, twelve miles; thirty-four to Bird in Hand, and from there to Philadelphia thirty-two. Average weight of train five hundred and forty thousand pounds; fuel consumed, three thousand six hundred pounds of Broap Top coal; water evaporated, twenty-nine thousand five hundred and sixty-one pounds; equal 8.21 pounds of water per pound of coal.

The most successful experiment, with same kind of fuel, with ordinary boiler, was 6.34 pounds water per pound of coal.

On the 4th of December, engine "Washington," built by Messrs. Norris & Son, weighing thirty-five tons, cylinder 18 by 22, ordinary boiler; left Columbia with fifty cars, weighing, including loading, eight hundred and fifty thousand pounds; coal consumed, six thousand eight hundred pounds, and seven-eights of a cord, or three thousand three hundred and thirty-nine pounds of wood. In our experiments we found one pound of coal equal to about three pounds of wood, reducing the wood to its equivalent in coal. We have the amount of coal, seven thousand nine hundred and thirteen pounds, which hauled eight hundred and fifty thousand pounds, exclusive of engine and tank, eighty-one miles, or one pound of coal propelled 107.4 pounds eighty-one miles.

In the "Lora Nash" one pound of coal propelled the same distance 128.5 pounds, about twenty-two per cent. in favor of the Phleger boiler.

I accompanied the engine when burning bituminous coal. There was no smoke or unconsumed fuel thrown from the stack. The smoke was effectually consumed. If the boiler is as durable and safe as the common ones, it would be very popular to run passengers. They would not be annoyed with either smoke, sparks or cinders from the engine.

A considerable saving of fuel, I think, is attributable to the size of the furnace. The heating surface is very large, compared with the cylinders, which are thirteen by twenty-four inches.

Length of furnace 129½ inches. Width....do..... 43 ..do..	Heating surface.....	184.35 square feet.
Number of tubes....154 ..do.. Length....do....133¼..do..	do.....do.....	897.00 ....do....
	Heating surface in water grate..	51.90 ....do....
		1,133.25....do....
Capacity of cylinders.....		6,371 cubic inches.
Proportion.....		25 $\frac{61}{100}$

The engines employed in the experiments in the fall of 1855, have cylinders 16 by 22; capacity 9,240 cubic inches. Power of engine 666,000 pounds of train.

Heating surface in tubes.....	891.12 square feet.
Furnace.....	83.14.....do...
	974.26.....do...

Heating surface in Phleger's boiler 158.79 more square feet, and 2,869 cubic inches less in cylinders. Whether the saving in fuel is not caused, in a great measure, by the increased heating surface in the "Phleger" furnace, I will leave to more scientific persons to determine. One thing appears clear, that the capacity of the cylinders, and the heating surface in furnaces of the ordinary boilers, are too greatly disproportioned to obtain economy in fuel. I refer you to statement No. 7, for experiments in detail, made in October and November, 1855, and with Phleger's boiler on the 2d December, 1856.

But one of the passenger trains met with a serious accident during the year. On this occasion one person lost his life and some twenty were considerably injured. The disaster was caused by the breaking of a rail in the night of the 4th of February—one of the coldest of the season. The engine and four cars passed over in safety, but the rear car ran off the track and was drawn some distance along the edge of an embankment, and precipitated to the bottom. The car was set on fire in several places, (by coals from the stove, which

was upset shortly after the car left the track,) and was quickly burnt up, so rapid was the conflagration, that fears were entertained, for a time, that all the passengers had not been extricated from the burning wreck. When the stove was overturned, the red hot coals were strewn in all parts of the car among its occupants. Some had their clothing nearly burnt off, and others yet carry the marks of the burns on their persons.

A large number of the stoves in use in cars are exceedingly objectionable and dangerous, as four or five passenger cars have been destroyed by fire within the past four years, by upsetting of stoves, scattering their glowing contents in all directions, and in every case some passengers have been burned.

The stoves are of the ordinary pattern, an exposed cast-iron cylinder, with a cylindrical sheet-iron top, which is easily displaced. They are generally red hot, and I have known persons terribly burned by being thrown against them. Red hot stoves, or stoves that can be heated red, should not be used in passenger cars, and those designed for cars of this character should be so constructed as to prevent, in case of a car capsizing, the fire from being thrown from the stove.

The American people are a traveling race, and it highly becomes those controling the trains which carry so much of our population, to exercise every precaution, and adopt any improvement likely to render traveling less hazardous. The application of the power to the trucks instead of the body of the car, would be an improvement in the right direction. A long car, as now constructed, thrown from the track, is quite as unmanageable as a ship in a storm without a rudder. The broad side of the latter is soon turned to the wind, and the former generally takes the direction of a right angle to the course of the train. When short cars get off the track, they rarely get away from it, as they are guided and retained parallel to the track by those that have maintained their position. I have but little doubt, had the power been attached to the trucks, the result of the accident would not have been so disastrous on the 4th February, as the car in all probability would not have gone down the bank.

In case of accidents by collisions, greater strength and tenacity of material would be desirable in passenger cars. The breaking and crushing of timber is the most appalling attendant in such a catastrophy. Iron could, I think, be substituted for wood with great advantage. The floor, ends and sides up to the windows, could be made with two thicknesses of boiler iron a couple of inches apart. With the floor of this material, passengers would be comparatively safe from injury through the bottom of the car, nor could they be dropped out by the floor being torn away by the trucks passing under it, as I have seen in several instances. The car would also offer greater resistance, and the destruction could not be so terrible by a collision forcing shattered and broken timbers among the passengers.

REPAIR DEPARTMENT.

The appropriation for this department was very liberal, and I am gratified in being able to report a surplus, after making provision for all the improvements contemplated and now in progress.

The expenditures for repairs of the tracks, road-way and bridges, were seventy-nine thousand two hundred and seventy-five dollars and forty-three cents, without including the expense of building the new bridges, and the embankments now being made at two of them. Last winter and spring was exceedingly severe on the tracks, and required a good deal of work to adjust them when the ground became fit. No parts of the old and dangerous tracks are now in use, and the business is transacted with a degree of satisfaction

and certainty never enjoyed by the officers of the road before; and it will be their effort to keep them always in a condition to insure the safe and easy transmission of the traffic that may be thrown upon them. If an appropriation is made every year for re-laying worn out rails, a good track can be maintained, without requiring in a few years such large sums for its re-construction.

The amount appropriated for repairs, including new bridge over Little Conestoga, filling up four of its old spans with earth, completing embankment of Big Conestoga bridge, new bridge over Strickler's dam, and filling up two spans of trussel work at Downingtown bridge, was..... $123,217 00
Of which the ordinary repairs required..... 79,275 43

Leaving for the improvements enumerated..... 43,941 57
Amount paid and estimated to finish them..... 34,602 67

Excess of appropriation over expenditures..... 9,338 90

The amount estimated, thirty-four thousand six hundred and two dollars and sixty-seven cents, including the amount paid, will, I feel assured, complete the bridges and embankments, and thoroughly finish all the work contemplated in my last report, besides decking or flooring with sheet iron, Big and Little Conestoga bridges, and the one over Strickler's dam, there being sufficient of the appropriation of 1855 to paint both Downingtown and Pequea bridges.

The remainder of the appropriation, nine thousand three hundred and thirty-eight dollars and ninety cents, can, if it meets with the sanction of the Legislature, be transferred to the south track, and this, with the amount available of the south track appropriation, will nearly re-lay the five and a half miles of the old track mentioned in another place.

Mill Creek bridge is getting very frail, but some additional trussels will keep it up another year. It should be re-built in 1858; and I would suggest an appropriation of three thousand dollars for the purchase of the timber, to be drawn and expended after December 1, 1857.

Valley Creek bridge is sustained in a great measure by the trussel under it, and it can in this mode be kept safe for a year or two yet.

The following estimate is made for the ordinary repairs for the year 1857:

Foremen, laborers and bridge watchmen.....	$59,000 00
Rails to repair track, two hundred tons.....	6,000 00
Cross-ties.....	5,500 00
Castings and spikes.....	2,500 00
Lumber.....	1,600 00
Smith work.....	1,400 00
Masonry.....	1,000 00
Carpenter work at bridges.....	1,900 00
Gravel train.....	2,000 00
Hardware and tools.....	500 00
Assistant supervisor.....	912 00
Repairing weigh-scales.....	1,600 00
Farm and road bridges.....	1,000 00
Amount necessary for repair department.....	84,912 00

In addition to the above, I would ask an appropriation of two thousand dollars to build wall in cut east of Parkesburg. This work has been spoken of and really been required for many years, and perhaps we are now in a better condition to do it than any time heretofore. I also ask one thousand six

hundred dollars to raise and repair the wall and iron railing between collector's office and the Schuylkill bridge, and if the Treasury will bear it, it would be very proper to construct a bridge under the railroad, at the first road crossing east of Parkesburg, to pass the West Chester road, and the road leading to Cochranville, under it. These crossings are exceedingly dangerous and inconvenient. The public using the roads are much annoyed by the trains extending over them when watering at the station. Some of the citizens of Chester county have shown a willingness to assist in having the road placed under the railroad. To excavate through the embankment and construct a bridge, will cost two thousand five hundred dollars.

Since writing the above a very serious accident occurred at one of these crossing. The road leading to West Chester, runs on the north side, nearly parallel to the railroad, but much below it, to the residence of Mr. Park, where it rises and crosses on the railroad at a right angle.

The freight trains all stop for water at Parkesburg, and very frequently there are half a dozen closely following each other. Two trains will extend from the station to the crossing, preventing travelers from seeing trains that may be going east on the south track. The trains were in this situation on the day of the accident. A gentleman with an elderly lady, and a young man, not hearing an alarm whistle, and I believe there was none sounded, were in the act of crossing (between the opening of two trains) and were run into by an engine going east, destroying the carriage, and very seriously, if not fatally, injuring the lady. The parties intend to claim damages.

WIDTH OF SPACE BETWEEN TRACKS.

I report six feet, that being the distance required by the act of the Legislature of 1850, making the first appropriation for the improvement of the tracks.

The necessity no longer exists, so far as this road is concerned, of being restricted to narrow passenger cars, as the width between the tracks will permit the passage of cars eighteen inches wider than now used. A year ago the *only* obstacles in the way of their passage to Eleventh and Market streets, were, and are yet, the market houses west of Broad street, and the narrow space between the tracks east of it. When these obstructions are removed, our people may enjoy the luxury of riding in new and wide cars.

SCALES.

If it is considered necessary to have scales to weigh cars from Dillerville and Lancaster, a new location will have to be selected, as the old site cannot be used, since the removal of the south track. I am at a loss where to recommend a location for them. However, if it is determined upon to build a pair, a suitable place, no doubt, can be procured. An appropriation of two thousand five hundred dollars will be required to build a scale one hundred feet long, and two thousand seven hundred dollars for one one hundred and fifteen feet in length, which will weigh one short and three long cars.

I have asked, in the estimate for ordinary repairs, one thousand six hundred dollars, to repair the two scales at West Philadelphia, and to lengthen them to one hundred feet each. Their present length, eighty feet, permits but two long and one short car to be weighed at one draught. A conductor has the charge of three long cars, and the scales should be long enough to weigh these without detention.

SOUTH TRACK.

The re-laying of the south track was pushed vigorously after the weather became suitable, which was not until late in the spring, and I would have had the satisfaction of reporting its completion, had the manufacturers furnished rails as fast as needed. The scarcity of iron caused a month's delay, and will leave at the close of the year 1856, five and one-half miles of the old track between Dillerville and Columbia, which, if the weather permits, will be completed before the opening of spring; and until that time, or until it is finished, the trains will run upon the north track, thus enabling me, as I desired in my last report, to inform the traveling and business community on the 1st day of December, 1856, that the tracks of the Columbia and Philadelphia railroad are in a good and safe condition.

The tracks can, therefore, be considered as re-laid, and I wish it could be said that the iron composing them, was of the same character and quality as the old iron. Railway companies have paid too little attention to the quality of iron for their tracks. Cheapness seems to be the desired characteristic of rails, without much regard to quality and durability, and it would not be hazardous to say, that two-thirds of the rails made use of in this country are but slightly better than pig iron. I have observed in many cases, the superiority in strength and durability of cast rails over much of the wrought rails of the present day.

I do not advocate the substitution of cast for wrought rails, but I would strongly advocate the using of a better quality of iron for the manufacture of rails. Cold short ores, and ores not suitable for the manufacturing of the better qualities of iron, find a ready and growing market for the manufacture of railroad iron, and as rails must be low in price, an unmarketable and often an unsaleable material is used to gratify the cheap builders of railroads. The manufactures, perhaps, are not entirely censurable. They must meet the low priced demand with an article of like quality, and so long as railroad companies will use a low priced and inferior article, so long will that article be for sale. It would perhaps be worthy of the attention of the Legislature to inquire into the character of the iron converted into rails, and apply such remedies as would fully protect the traveling public against accidents on railroads; awarding heavy damages, where brittle cold short iron rails are used, and relieving companies who use tough and fibrous iron, from responsibility in case of accident by breaking of rails.

It is becoming somewhat dangerous to put much faith in the strength of cold short rails during the intense coldness of our winters, particularly when public opinion requires telegraphic velocity in the trains, to approach which the largest engines are required.

In my report one year since, I stated there were forty-three miles of south track to be re-laid, and asked an appropriation of one hundred and eighty-one thousand dollars, in addition to the one hundred and eighty-six thousand dollars available of the appropriation of May 7, 1855. But one hundred and fifty thousand dollars was appropriated by act of May 13, 1856, with the authority of incurring a debt if necessary to finish the work.

Of the forty-three miles, thirty-seven and a half miles have been re-laid, to do which I have drawn and expended the remainder of the appropriation of May 7, 1855, reported available in my last report..... $186,000 00
And of the $150,000 appropriated May 13, 1856..... 75,000 00
And contracted debts in re-laying the thirty-seven and a half miles, as per statement No. 5..... 42,500 00

Cost of thirty-seven and a half miles laid since Dec. 1, 1855, 303,500 00

The remaining five and a half miles of old track will cost...	$42,500 00
Portion of the appropriation of May 13, 1856, available for that purpose.....	32,500 00
Requiring to be appropriated for the completion of south track,	10,000 00

Twenty-one thousand dollars less than I estimated the cost one year ago. The unexpended portion of last year's appropriation for repairs will complete the track, and relieve the Legislature from making a new appropriation.

I, and I presume those with whom I have had the pleasure of dealing, feel under obligations to the accommodating State Treasurer, for the liberal manner in which he furnished the undersigned with funds to disburse to the creditors of the road. At all times, perhaps, those who furnished material may not have been paid as soon as they desired, but when they take into consideration the amount (nearly one million of dollars) the Treasury had to supply, and the undersigned to disburse, subject to the requirements of the law for drawing of funds and auditing of the accounts, they will not be surprised that their turn did not come sooner and more frequently. And while on the subject of money, I hope it will not be considered inappropriate to mention the inadequate compensation allowed to the Superintendent of the Columbia road. Four dollars per day is but a small sum for a man who is capable, and devotes his time and attention, and faithfully discharges the responsible duties connected with the position.

I have had the good fortune of being connected with the public works for a considerable period, and have become somewhat familiar with the duties and expenses of the members of the Board of Canal Commissioners, and I trust it will not be improper or indelicate in me to suggest the propriety of the Legislature advancing the salary of your Honorable Board. The amount appropriated for the Canal Commissioners and the expenses of their office, is six thousand three hundred and thirty-one dollars and thirteen cents, out of which the three commissioners receive four thousand three hundred and eighty dollars, a sum less than is paid to a president of a railroad company, having the jurisdiction probably of only forty or fifty miles of railroad, against one hundred and twenty-four miles of railroad and five hundred and sixty-one miles of canal.

The position of Canal Commissioner is not only honorable, but responsible and expensive, and the salary should be more in accordance with the responsibility. I would respectfully suggest the following: The President of the Board to receive two thousand five hundred dollars per annum, the next in seniority two thousand dollars, and the junior member fifteen hundred dollars. There would be a reasonable and a just propriety in thus grading the salaries. When a member becomes President, it is expected that much of his time and attention should be devoted to the duties of the position.

Statement No. 6, contains the estimates for the year.

All of which is respectfully submitted.

J. B. BAKER,
Superintendent.

REFERENCES.

Statement No. 1, will show the accounts of the Superintendent of Motive Power, and Supervisor of Repairs with the State Treasurer.

Statement No. 2, will show the account of the Superintendent of the improvement of the tracks with the State Treasurer.

Statement No. 3, will show the expenses of the motive power department in detail for the fiscal year of 1856.

Statement No. 4, will show the expenses of the repair department in detail for the fiscal year of 1856.

Statement No. 5, will show the expenditures for the re-laying of the South track during the year 1856.

Statement No. 6, will show the necessary appropriations required for the Columbia and Philadelphia railroad for the year 1857.

Statement No. 7, will show the experiments made for testing the use of semi-bituminous coal in locomotives of the ordinary form of boiler, and Phleger patent boiler.

STATEMENT No 1,

Showing the accounts of the Superintendent of Motive Power, and Supervisor of Repairs with the State Treasurer, for moneys drawn and expended from December 1, 1855, *to November* 30, 1856.

DR.

Balance of appropriation, motive power, act May 7, 1855.....	$61,646 66
Do.....do.....after Dec. 1855, act May 7, 1855....	58,353 34
Cash on account appropriation, motive power, act May 13, 1856..	374,500 00
Do.....do.....do.....after Dec., 1856, do	35,000 00
Do.....do.....repair, act May 7, 1855.....	21,000 00
Do.....do.....after Dec., 1855, do.....	22,000 00
Do.....do.....act May 13, 1856.....	57,000 00
Do.....do.....opening street in Columbia, April 8, 1853, March 19, 1855.....	1,800 00
Do.....do.....farm and road bridges, May 7, 1855,	931 52
Due Commonwealth, settlement Nov. 30, 1855, motive power, May 7, 1855.....	54
Due Commonwealth, settlement Nov. 30, 1855, repair, May 7, 1855,	43
	632,232 49

CR.

Vouchers settled, motive power, May 7, 1855.....	$60,740 85	
Do.....do.....after Dec., 1855...	58,353 34	
Do.....do.....May 13, 1856.....	367,492 25	
Do.....do.....after Dec., 1856...	35,041 62	
Do.....repair, May 7, 1855.....	18,888 53	
Do.....do...after Dec., 1855.....	21,999 96	
Do.....do...act May 13, 1856.....	55,385 09	
Do.....Columbia street.....	1,397 00	
Do.....farm and road bridges.....	931 52	
		620,230 16
		12,002 33
Deposit in Lancaster Bank.....		12,004 24
Due Superintendent.....		1 91

STATEMENT No. 2,

Showing the account of the Superintendent of the Improvement of the Tracks with the State Treasurer, for moneys drawn and expended from December 1, 1855, *to November* 30, 1856.

DR.

Cash from State Treasurer, bal. of appropriation, act May 7, 1855,	$192,000 00
Do.....do.....do.....do..13, 1856,	75,000 00
	267,000 00

DR.

Vouchers settled, per act May 7, 1855.....	$191,999 73	
Do.....do....13, 1856.....	75,000 03	
Due Superintendent, settlement Nov. 30, 1855...	27	
		267,000 03
Due Superintendent.....		03

STATEMENT No. 3,

Showing the expenses in detail of the Motive Power Department, for the fiscal year ending November 30, 1856.

	Paid.	Due.	Total.
Parkesburg shops	$29,293 04	$2,201 58	31,494 62
Locomotive engineers	38,560 75	3,790 00	42,350 75
Do. . . .firemen	25,114 50	2,649 00	27,763 50
West Philadelphia depot	14,786 08	1,140 96	15,927 04
Columbia . . . . . do	12,577 77	1,247 92	13,825 69
Moving and inspecting wood and coal	6,194 36	489 90	6,684 26
Sawing and splitting wood	3,119 00	199 59	3,318 59
Watermen and watchman	4,108 40	363 00	4,471 40
Superintendent and clerk	2,076 00	120 00	2,196 00
Agents passenger trains	7,088 50	672 50	7,761 00
Local agents	3,325 58	701 75	4,027 33
Horse power, Columbia and Philadelphia,	3,187 50	1,615 00	4,802 50
Castings for locomotives	6,201 81	85 44	7,061 25
Wood. . .do . . . . .do	35,551 56	8,402 38	43,953 94
Coal, anthracite and bituminous	102,423 86	535 33	102,959 19
Oil, cotton waste and gas	9,970 77	1,735 98	11,706 75
Material for repair of engines	10,800 20	8,241 39	19,041 59
New locomotives	115,000 00	. . . . .	115,000 00
Repair of engines at other establishments,	22 37	4,434 60	4,456 97
Water stations	939 33	42 06	981 39
Do. .rents	50 00	1,975 00	2,025 00
Wharf. .do	. . . . .	510 00	510 00
Machinery Columbia, Parkesburg & Phila	2,378 50	. . . . .	2,378 50
Buildings and turn-table West Phila. . .	2,010 00	1,490 12	3,500 12
Alteration Parkesburg depot	848 73	851 39	1,700 12
Laying gas pipe at Columbia	. . . . .	182 52	182 52
Locating telegraph offices	384 56	22 50	407 06
Stationery and printing	392 98	127 81	520 79
Miscellaneous	1,086 10	128 28	1,214 38
	437,492 25	44,730 00	482,222 25
Appropriation per act May 7, 1855, and May 13, 1856			482,850 00
Balance unexpended			627 75

STATEMENT No. 4,

Showing the expenses of the Repair Departments in detail, for the fiscal year ending November 30, 1856.

	Am't paid.	Am't due.	Total.
Wages paid laborers	$49,920 68	$4,006 99	$53,927 67
Do....foremen	6,168 50	570 00	6,738 50
Do....bridge tenders	2,732 50	240 00	2,972 50
Do....assistant supervisor	762 50	152 50	915 00
Horse hire on sections	1,093 58	97 00	1,190 58
Masonry at bridges	135 47	.....	135 47
Re-building Little Conestoga bridge	9,336 65	11,953 00	21,289 65
Do....Strickler's bridge	.....	4,219 00	4,219 00
Embankment Conestoga bridge	1,620 00	2,324 00	3,944 00
Do.....Downingtown bridge	.....	3,000 00	3,000 00
Cross-ties	1,277 88	698 61	1,976 49
Frog castings	964 38	343 62	1,308 00
Smith work	858 69	925 67	1,784 36
Carpenter work at bridges	1,596 00	150 05	1,746 05
Lumber and other material	518 77	1,052 72	1,571 49
Hardware and tools	200 37	300 00	500 37
Supt. office and carpenter shop, Columbia,	.....	2,150 00	2,150 00
Railroad iron	.....	4,000 00	4,000 00
Hand cars for sections	95 00	70 00	165 00
Miscellaneous	104 08	239 89	343 97
	77,385 05	36,493 05	113,878 10
Appropriation per act May 7, 1855, and May 13, 1856			123,217 00
Balance unexpended			9,338 90

STATEMENT No. 5,

Showing the expenditures in detail for the re-laying of the South track, during the fiscal year ending November 30, 1856.

	Am't paid.	Am't due.	Total.
Labor laying track	$35,762 35	$9,010 00	$44,772 35
Hauling ballast	11,213 05	2,400 00	13,613 05
Do. . . ties and iron	6,519 70	950 00	7,469 70
Cross-ties	29,648 82	19,000 00	48,648 82
Railroad iron	146,918 35	613 00	147,531 35
Stone for ballast	12,549 47	6,600 00	19,149 47
Spikes, spike iron and hardware	3,121 53	200 00	3,321 53
Frog and chair castings	5,653 09	.....	5,653 09
Wood for locomotives	3,364 06	2,075 00	5,439 06
Oil for cars and. .do	828 94	500 00	1,328 94
Locomotive engineers	3,252 50	600 00	3,852 50
Do. . . .firemen	1,333 65	400 00	1,733 65
Engineer corps	1,450 75	152 00	1,602 75
Freight on iron and chairs	1,649 90	.....	1,649 90
Smith work	1,329 02	.....	1,329 02
Re-building cars and timber	2,003 02	.....	2,003 02
Wheelright work	75 68	.....	75 68
Miscellaneous	325 88	.....	325 88
	266,999 76	42,500 00	309,499 76

STATEMENT No. 6,

Showing the necessary appropriations required for the Columbia and Philadelphia Railroad, for the year 1856.

MOTIVE POWER DEPARTMENT.

Running expenses	$344,700 00	
Superintendence, &c	50,000 00	
Six new locomotives	64,000 00	
New depot at Dillerville	9,000 00	
New roof on Parkesburg shops	5,500 00	
Miscellaneous	2,500 00	
		$475,700 00

REPAIR DEPARTMENT.

Labor and supervision on road	$59,000 00	
Ties, lumber, castings, smith and carpenter work, &c	14,400 00	
Gravel train	2,000 00	
Salary of assistant supervisor	912 00	
Enlarging and repairing weigh-scales at West Philadelphia	1,600 00	
Rails to repair track	6,000 00	
	83,912 00	
Farm and road bridges	1,000 00	
		94,912 00
In addition to the above ordinary repairs, I would ask for building wall east of Parkesburg		2,000 00
Raise and repair wall and iron railing, between collector's office and Schuylkill bridge		1,600 00
Excavating embankment and building bridge at Parkesburg for the passage of two public roads under the railroad		2,500 00
*Completion of the south track		10,000 00
		586,712 00

* If the balance, unexpended of the appropriation for repairs for 1856, be transferred to this item, then no further appropriation will be required to complete the south track.

STATEMENT NO. 7,

Comparative statement of the results of using semi-bituminous coal in locomotives of the ordinary form of Boiler and Phleger's patent boiler for burning coal.

Trip made by "YOUNG AMERICA," ordinary boiler, with Broad Top coal.

DATE.	No. of cars rated at four wheels each,	Weight of engine and tank.....	Weight of loading in cars.....	Weight of cars....	Total weight of engine and train..	Elevation overcome.....	Distance run.....	Time occupied in trip.....	Running time....	Wood used to fire up.....	Coal consumed...	Water evaporated by fuel.....	Water evaporated per pound of fuel,	Pressure on steam guage.....	Diameter of exhaust orifices....	Lost time at switches; rail in good order; abundance of steam; clear and bright fire, with little smoke; no clinker.
		lbs	lbs	lbs.	lbs.	fcet.	M.	hours.	hours.	c. f.	lbs.	gall's.	lbs.	lbs.	inc.	
Oct. 29, 1855,	50	94,000	286,400	358,100	738,500	1,045	81	7.52	5.52	28	6,432	4,877	6.3	110 to 130	$2\frac{3}{8}$	

Trip made by "OLD FOGY," ordinary boiler, with Broad Top coal.

Nov., 1855,	43	94,000	336,200	332,800	763,000	1,045	81	7.45	6.10	35	6,740	5,118½	6.34	90 to 100	$2\frac{1}{2}$	Rail in good order and good fire; abundance of steam.

Trip made by "LORA NASH," Phleger's patent boiler.

Dec. 2, 1856.	36		280,000	260,000		1,045	81	7.20	6.42	32	3,600	3,695	8.21	110 to 130	$3\frac{3}{4}$	Plenty of steam, with $3\frac{3}{4}$ exhaust opening; no perceptible smoke from stack, and no dust or cinder thrown out of it.

West Chester Passenger Statement, "Westward," over the West Chester and Columbia Railroads, for the fiscal year 1856.

DATE.	Miles, Col. R. R.	Toll.	Market miles, Col. R. R.	Toll.	Miles, W. C. R. R.	Toll.	Market miles, W. C. R. R.	Toll.	Total tolls.	Drawback on through passengers. No.		Net tolls.
December	50,638	$1,012 76	1,914	$19 14	16,659	$166 59	227	$2 27	$1,200 76	1,565½	$125 24	$1,075 52
January	51,346½	1,026 93	1,694	16 94	16,362½	163 62½	155	1 55	1,209 04	1,562	124 96	1,084 08
February	36,401½	728 03	902	9 02	10,790	107 90	69	69	845 64	1,030½	82 44	763 20
March	30,625	612 50	902	9 02	10,388	103 88	74	74	725 64	933	74 64	651 00
April	49,515½	990 31	1,606	16 06	17,928	179 28	176	1 76	1,187 41	1,508	120 64	1,066 77
May	57,146½	1,142 93	2,594	25 94	20,506	205 06	293	2 93	1,376 86	1,763½	141 08	1,235 78
June	61,929	1,238 58	3,490	34 90	20,593½	205 94	573	5 73	1,485 15	1,847½	147 80	1,337 35
July	65,359	1,307 18	4,160	41 60	20,747	207 47	732	7 32	1,563 57	2,009	160 72	1,402 85
August	75,770	1,515 40	4,364	43 64	24,892½	243 92	718	7 18	1,810 14	2,183	174 64	1,635 50
September	69,967	1,399 34	4,306	43 06	21,890	218 90	669	6 69	1,667 99	1,945½	155 64	1,512 35
October	60,081	1,201 62	3,552	35 52	19,839	198 39	594	5 94	1,441 47	1,769½	141 56	1,299 91
November	63,329	1,266 58	4,640	46 40	21,192	211 93	751	7 51	1,532 42	1,638½	131 08	1,401 34
	672,108	13,442 16	34,124	341 24	221,237½	2,212 38½	5,031	50 31	16,046 09	19,755½	1,580 44	14,465 65

West Chester Passenger Statement, "Eastward," over the West Chester and Columbia Railroads, for the fiscal year 1856.

DATE.	Miles, Col. R. R.	Toll.	Market miles, Col. R. R.	Toll.	Miles, W. C. R. R.	Toll.	Market miles, W. C. R. R.	Toll.	Total tolls.	Drawback on through passengers		Net tolls.
										No.		
December	52,673½	$1,053 47	2,110	$21 10	16,260	$162 60	297	$2 97	$1,240 14	1,565¼	$125 24	$1,114 90
January	55,912	1,118 24	1,384	13 84	17,119	171 19	153	1 53	1,304 80	1,589	127 12	1,177 68
February	31,514½	630 29	922	9 22	9,776	97 76	74	74	738 01	891	71 28	666 73
March	32,335½	646 71	1,056	10 56	10,216½	102 17	88	88	760 32	917½	73 40	686 92
April	53,676½	1,073 53	1,452	14 52	19,004	190 04	180	1 80	1,279 89	1,577	126 16	1,153 73
May	63,276	1,265 52	2,634	26 34	22,248	222 48	358	3 58	1,517 92	1,939½	155 16	1,362 76
June	57,149	1,142 98	3,586	35 86	18,774½	187 74	627	6 27	1,372 85	1,689½	135 16	1,237 69
July	59,929	1,198 58	4,224	42 24	18,889	188 89	771	7 71	1,437 42	1,732	138 56	1,298 86
August	74,900½	1,498 01	4,554	45 54	21,926½	219 26	741	7 41	1,770 22	1,929½	154 36	1,615 86
September	80,927	1,618 54	4,136	41 36	23,827½	238 27	618	6 18	1,904 35	2,122	169 76	1,734 59
October	73,532½	1,470 65	4,466	44 66	21,553	215 53	663	6 63	1,737 47	2,016	161 28	1,576 19
November	69,397½	1,387 95	3,628	36 28	22,277	222 77	615	6 15	1,653 15	1,663	133 04	1,520 11
	705,223½	14,104 47	34,152	341 52	221,871	2,218 70	5,185	51 85	16,716 54	19,631½	1,570 52	15,146 02

Columbia and Philadelphia Railroad Passenger

DATE.	Miles, Col. R. R.	Toll.	Miles, Penn. R. R	Toll.	Miles, Cincin. and Cleavel'd.	Toll.	Miles, Hopewell.	Toll.
December.....	217,766	$5,581 05	170,999	$3,847 48	100,120	$2,252 71	1,452	$23 04
January.....	248,099	6,382 00	140,680	3,165 30	66,761	1,492 13	3,740	74 80
February.....	166,078	4,221 43	108,330	2,437 42	48,326	1,087 34	2,354	47 08
March.....	140,149	3,503 73	102,787	2,312 71	58,799	1,322 98	1,056	21 12
April.....	202,215	5,055 38	198,613	4,468 79	202,886	4,564 93	1,518	30 36
May.....	238,210	5,955 25	243,308	5,474 43	195,394	4,396 37	3,129	62 58
June.....	248,172	6,256 12	249,985	5,624 66	149,434	3,362 27	2,212	44 24
July.....	226,374	5,717 33	181,200	4,077 00	93,409	2,101 70	1,958	39 16
August.....	420,237	10,703 48	274,857	6,184 28	122,507	2,521 37	5,874	117 38
September.....	274,849	7,011 59	183,595	4,130 90	174,865	3,739 19	2,068	41 36
October.....	282,652	7,227 09	239,435	5,173 32	182,905	3,658 10	2,376	47 52
November.....	251,937	6,440 18	203,165	4,571 21	131,710	2,634 80	2,332	46 64
	2,916,738	74,054 63	2,296,954	51,467 50	1,527,116	33,133 89	30,069	595 28

travel, statement "Westward," for the fiscal year 1856.

Tickets. Strasb'g	Toll.	Tickets. Milton.	Toll.	Tickets. Ephrata Springs.	Toll.	Total tolls.	Tot. miles.	Transportation Expenses.	Net toll.
109	$21 80	8	$12 24	.....	.....	$11,738 32	492,096	$2,460 48	$9,277 84
153	30 60	.....	.....	.....	.....	11,154 83	460,963	2,304 81	8,850 15
104	20 80	.....	.....	.....	.....	7,814 07	326,232	1,631 15	6,182 92
62	12 40	.....	.....	.....	.....	7,172 94	303,473	1,517 37	5,655 57
146	29 20	.....	.....	.....	.....	14,148 66	606,838	3,034 19	11,114 47
150	30 00	.....	.....	.....	.....	15,918 63	681,691	3,408 46	12,510 17
126	25 20	11	16 83	.....	.....	15,329 32	651,959	3,259 79	12,069 53
83	16 60	18	27 54	20	$27 20	12,006 53	506,474	2,532 37	9,474 16
159	31 80	11	16 83	169½	230 52	19,805 66	837,520	4,187 59	15,618 07
133	26 60	1	1 53	75	102 00	15,053 17	642,010	3,210 04	11,843 13
117	23 40	4	6 12	.....	.....	16,136 55	708,935	3,544 66	12,591 89
68	13 60	8	12 24	.....	.....	13,718 67	590,482	2,952 40	10,766 27
1,410	282 00	61	93 33	264½	359 72	159,997 35	6,808,673	34,043 31	125,954 17

Columbia and Philadelphia Railroad Passenger travel,

Date.	Miles, Col.R.R.	Toll.	Miles, Penn.R.R	Toll.	Miles, Cincin. and Cleveland.	Toll.	Miles, Hopewell.	Toll.
December.....	188,369	$4,709 23	146,192	$3,221 82	88,535	$1,992 07	3,036	$60 72
January.....	223,903	5,601 25	136,021	3,060 47	85,232	1,917 72	4,158	82 16
February.....	143,355	3,583 88	96,940	2,181 15	60,012	1,350 28	2,024	40 48
March.....	122,375	3,059 38	91,212	2,052 27	83,396	1,876 41	1,892	37 84
April.....	182,508	4,562 70	151,760	3,414 60	165,686	3,727 94	3,030	60 60
May.....	239,376	5,984 40	224,509	5,051 45	106,139	2,388 13	4,048	80 96
June.....	244,998	6,124 95	187,947	4,228 81	107,175	2,411 44	2,794	55 58
July.....	202,293	5,057 33	144,852	3,259 17	124,218	2,794 91	2,244	44 88
August.....	340,841	8,521 03	219,191	4,931 79	166,020	3,442 65	4,884	97 68
September.....	279,668	6,991 71	187,438	4,217 36	136,691	2,902 98	3,413	82 66
October.....	359,864	8,996 61	236,372	5,385 09	135,380	2,707 60	3,873	77 46
November.....	225,437	5,635 93	175,710	3,953 47	116,775	2,335 50	2,508	50 16
	2,752,987	68,828 40	1,998,144	44,957 45	1,375,259	29,847 63	37,904	771 18

statement, "*Eastward*," *for the fiscal year* 1856.

Tickets, Strasb'g	Toll.	Tickets. Milton.	Toll.	Tickets Ephrata Springs.	Toll.	Total tolls.	Tot. miles.	Transportation Expenses.	Net toll.
46	$9 20	78	$119 34	.....	.....	$10,112 38	429,098	$2,145 49	$7,966 89
93	18 60	.....	.....	.....	....	10,680 20	451,072	2,251 69	8,428 51
51	10 20	.....	.....	.....	.....	7,165 99	302,892	1,514 46	5,651 53
33	6 60	.....	.....	.....	.....	7,032 50	299,238	1,496 19	5,536 31
98	19 60	.....	.....	.....	.....	11,785 64	504,062	2,520 31	9,265 13
76	15 20	15	22 95	.....	.....	13,543 09	575,958	2,879 79	10,663 30
62	12 40	47	71 91	.....	.....	12,905 09	546,886	2,734 43	10,170 66
37	7 40	59	90 27	2	$2 72	11,256 68	478,280	2,391 40	8,865 28
69	13 80	85	130 05	53½	72 76	17,209 76	741,283	3,706 47	13,503 29
39	7 80	48	73 44	90	122 40	14,398 35	617,938	3,089 69	11,308 66
40	8 00	88	134 64	2	2 72	17,312 12	742,225	3,711 11	13,601 01
37	7 40	99	151 47	.....	.....	12,133 93	527,867	2,689 33	9,444 60
681	136 20	519	794 07	147½	200 60	145,535 73	6,216,799	31,130 36	114,405 17

STATEMENT *of Cars and Tonnage going West, cleared at Philadelphia Office, and*

Distance.	No. of Cars.	Tolls.	First Class.		Second Class.		Third
			Wt.	Tolls.	Wt.	Tolls.	Wt.
81....	23,575	.....	49,604,900	$54,553 92	45,469,000	$34,091 13	12,788,800
81....	30,008	$36,496 00	3,142,500	4,193 32	8,654,400	8,735 50	5,033,800
81....	1,598½	.....	484,200	873 86	1,375,500	1,919 53	378,000
81....	3,157	3,832 59	1,256,800	1,683 81	2,623,500	2,644 61	366,400
70....	8,129	8,548 52	4,106,100	4,766 75	10,477,800	8,999 36	3,478,400
68....	3,912	3,985 41	2,794,500	3,169 60	7,428,400	6,294 13	473,600
62....	1,940½	1,798 78	147,200	146 90	533,700	409 13	91,400
57....	3,112½	2,684 98	559,500	542 73	1,172,200	872 39	413,000
55....	589½	490 36	44,600	40 90	47,500	32 27	11,400
51....	756	570 30	114,700	116 40	267,300	184 08	149,000
48....	2,651	1,896 91	403,100	336 24	1,443,000	935 66	937,200
43....	900	587 23	189,600	149 00	1,011,500	581 62	241,900
38....	1,874½	1,082 76	284,100	211 60	2,183,700	1,243 00	389,700
34....	645	389 69	127,600	78 43	1,029,700	496 50	173,100
22....	1,986	651 41	576,100	257 75	3,210,500	1,098 74	926,100
15....	308	69 64	25,900	8 73	184,500	43 17	259,800
9....	571	57 58	9,800	1 37	500	08	111,300
4....	1,056	60 22	40,000	3 20	.....	....	63,400
	727½	884 50	.....	.....	.....	.....	.....
	87,497	64,086 88	63,911,200	71,108 61	87,112,700	68,580 90	26,286,300
			31,955½tn's		43,556 tons		13,143 tons

tolls collected on the same, during the fiscal year ending November 30, 1856.

Class.	Fourth Class.		Fifth Class.		Total.		Total through tons of 81 miles.
Tolls.	Wt.	Tolls.	Wt.	Tolls.	Tons cleared	Tolls.	
$7,153 89	52,910,600	$23,790 97	.....	.....	80,386½	$119,589 91	80,386½
3,650 32	6,207,400	3,681 79	1,068,800	$359 08	11,953½	20,620 01	11,953½
377 57	8,904,800	8,463 83	.....	.....	5,571¼	11,634 79	5,571¼
280 51	2,069,400	1,260 51	212,500	67 19	3,264¼	5,936 63	3,264¼
2,820 65	4,689,400	2,467 14	2,753,500	781 32	12,757½	19,495 22	11,025
933 04	5,254,700	2,660 44	901,400	249 72	8,426¼	13,506 93	7,073¼
53 07	103,500	47 43	1,028,100	258 68	952	915 21	728¾
234 03	448,600	201 27	1,351,500	331 49	1,972½	2,181 91	1,388
6 33	47,600	31 70	115,300	42 80	133	154 92	90¼
80 17	198,600	83 54	857,100	181 66	790¼	641 85	499½
477 83	607,800	251 94	684,500	132 05	2,038	2,183 72	1,207¾
116 73	316,700	123 74	167,900	27 89	964	998 98	511¾
174 72	2,842,200	1,046 88	476,600	94 26	3,088	2,794 46	1,448¾
65 92	551,800	177 35	118,900	30 97	1,001	849 17	420
255 23	2,504,200	583 17	2,167,500	285 43	4,682	2,474 32	1,274¼
51 25	508,000	82 97	315,500	28 72	647	214 64	119¾
14 46	240,800	29 71	2,386,500	154 19	1,374½	199 73	152¾
4 52	66,000	3 96	5,485,700	225 91	2,827½	236 79	139¾
.....	.....	.....	.....	.....	.....	.....	.....
16,700 04	88,272,100	44,988 34	20,091,300	3,251 30	142,836	204,629 19	127,255
	44,136 tons		10,045½ tn's				
Number of market men and tolls paid to different stations between Philadelphia and Bellview.....					1,029	356 07	
Motive power tolls to different stations on the West Chester road.....					.....	468 58	
						205,453 84	

STATEMENT *of Cars and Tonnage going East, cleared at Paoli office, and Tolls collected on the same, during the fiscal year ending November* 30, 1856.

Distance,	No. of cars.	Tolls.	First Class.		Second Class.		Third Class.		Fourth Class.		Fifth Class.		Total.		Total through tons of 81 miles.
			Wt.	Tolls.	Wt.	Tolls.	Wt.	Tolls.	Wt.	Tolls.	Wt.	Tolls.	Tons cleared	Tolls.	
42	151	$95 58	43,100	$32 62	294,580	$170 91	68,350	$31 71	331,600	$126 51	.....	.....	369	$361 75	191¼
39	1,528	889 61	34,420	24 92	2,190,500	1,231 70	673,170	308 84	7,938,035	2,985 41	.....	.....	5,418	4,550 87	2,608¾
37	300	167 12	52,300	36 83	1,126,500	606 74	25,800	11 39	583,900	196 87	41,000	$7 58	914¾	859 41	418
35	241	125 46	7,300	4 46	295,700	138 67	.....	.....	1,320,000	446 60	.....	.....	811½	589 73	350¾
33	494	245 10	259,900	159 00	884,800	436 37	4,000	1 52	1,905,655	584 71	.....	.....	1,527	1,181 60	622
28	240	109 73	.....	.....	686,700	287 36	.....	.....	249,900	69 97	.....	.....	468	357 33	161¾
24	154	54 13	1,500	70	231,100	85 86	.....	.....	.....	.....	.....	.....	116¼	86 56	34¼
22	1,586	688 87	1,684,800	761 29	1,129,500	384 75	315,600	94 87	525,400	132 74	.....	.....	1,827½	1,373 56	496¼
20	59	17 70	.....	.....	.....	.....	15,000	3 75	504,300	104 46	.....	.....	259½	108 21	64
55	138	115 80	13,050	11 67	33,100	21 36	10,500	5 71	1,022,600	455 29	.....	.....	539½	494 03	166½
	4,891	2,500 10	2,096,370	1,031 40	6,872,480	3,363 72	1,112,420	457 79	14,381,390	5,102 56	41,000	7 58	12,252	9,963 05	5,313½
			1,048 tons.		3,436¼ tons.		556¼ tons.		7,190½ tons.		20½ tons.				

	Westward freight and cars from Paoli office.			
51	40	$28 77	4,500	$2 56
61	118	106 46	118,900	121 55
65	53	51 11	5,800	3 46
71	65	69 57	.....	.....
	276	255 91	129,200	127 57
			64½ tons	cleared, equal to 49 through tons.

Toll on passengers on market cars.....	$441 40
Motive power tolls on West Chester railroad on cars and freight.....	175 55
	10,580 00

STATEMENT *of Cars and Tonnage going West, cleared at Parkesburg office, and Tolls collected on the same, for the fiscal year ending November 30, 1856.*

Distance,	No. of cars.	Tolls.	First Class.		Second Class.		Third Class.		Fourth Class.		Fifth Class.		Total.		Total through tons of 81 miles.
			Wt.	Tolls.	Wt.	Tolls.	Wt.	Tolls.	Wt.	Tolls.	Wt.	Tolls.	Tons cleared	Tolls.	
59	879	$837 35	6,900	$5 74	1,000	$ 85	8,000	$2 88	19,400	$11 34	.....	.....	17½	$20 76	12½
49	750	552 62	2,000	1 95	6,100	3 72	3,600	1 86	24,600	10 27	.....	.....	18	17 79	11
48	369	265 83	14,100	10 31	.....	.....	700	35	2,700	96	.....	.....	8¾	11 62	5
46	358	245 67	.....	.....	.....	.....	.....	.....	30,000	12 03	.....	.....	15	12 03	8½
42	2,323½	1,462 69	17,800	13 50	29,200	19 19	8,300	3 52	360,700	134 88	.....	.....	208	171 09	107¼
38	199	111 29	5,700	2 98	.....	.....	.....	.....	14,200	8 55	.....	.....	10	11 53	4¾
37	463	256 73	4,500	2 29	3,000	1 61	.....	.....	245,900	84 04	.....	.....	126¾	87 94	58
36	40	21 51	100	67	600	27	32,500	11 11	6,500	1 87	.....	.....	20	13 92	9
30	308	138 94	10,600	6 29	16,900	8 20	500	18	236,600	76 62	.....	.....	132¼	91 35	49
20	511½	155 40	24,800	8 91	9,800	2 62	34,000	12 00	297,400	50 43	144,000	$9 58	255	83 54	68
	6,201	4,048 03	86,500	52 64	66,600	36 52	87,600	31 84	1,238,000	390 99	144,000	9 58	811½	521 57	328
			43¼ tons.		33¼ tons.		43¾ tons.		619 tons.		72 tons.				

STATEMENT *of Cars and Tonnage going West, cleared at Lancaster office, and*

Distance,	No. of cars.	Tolls.	First Class.		Second Class.		Third Class.	
			Wt.	Tolls.	Wt.	Tolls.	Wt.	Tolls.
32....	1,331	$680 75	$14,600	$9 40	6,800	$3 22	2,500	$1 24
24....	2,242½	791 63	14,500	8 36	16,200	5 84	27,200	7 42
16....	1,480	409 77	7,500	2 22	.....	.....	17,300	3 65
12....	8,992½	1,698 24	61,700	15 75	151,700	30 48	40,600	6 64
7....	296	37 34	13,000	2 10	.....	.....	.....	.....
5....	1,298	119 38	761,500	80 99	6,800	58	128,000	8 96
	15,640	3,737 11	872,800	118 82	181,500	40 12	215,600	27 91
			436½ tons.		90¾ tons.		107¾ tons.	

Tolls collected on the same during the fiscal year ending November 30, 1856.

Fourth Class.		Fifth Class.		Total.		Total through tons of 81 miles.
Wt.	Tolls.	Wt.	Tolls.	Tons cleared.	Tolls.	
154,900	$31 12	.....	.....	89½	$44 98	35¼
171,700	39 71	.....	.....	114¾	61 33	34½
379,600	67 88	206,300	$18 64	305½	92 39	60¼
2,610,300	342 40	.....	.....	1,432¼	395 27	212
.....	.....	.....	.....	6½	2 10	½
100,000	6 00	1,776,200	70 64	1,386	167 17	85½
3,416,500	487 11	1,982,500	89 28	3,334½	763 24	429
1,708¼ tons.		991¼ tons.				

STATEMENT *of Cars and Tonnage going East, cleared at Columbia office, and*

Distance,	No. of cars.	Tolls.	First Class.		Second Class.		Third
			Wt.	Tolls.	Wt.	Tolls.	Wt.
81.....	46,164	.....	1,416,100	$1,591 90	9,711,500	$7,334 77	5,407,400
81.....	7,112	$8,621 11	1,492,800	2,008 50	3,795,100	3,818 22	3,446,800
81.....	2,304	.....	19,200	.....	1,001,000	.....	407,100
81.....	2,489	3,018 42	106,000	140 75	320,700	325 82	648,100
72.....	42	42 92	.....	.....	.....	.....	179,100
70.....	92½	98 40	.....	.....	.....	.....	39,800
64.....	131½	124 64	.....	.....	.....	.....	282,500
58.....	932	766 93	.....	.....	.....	.....	.....
56.....	72½	60 24	.....	.....	.....	.....	258,900
47.....	1,165	772 75	.....	.....	.....	.....	356,300
47.....	902½	526 03	.....	.....	.....	.....	.....
42.....	2,466½	1,279 31	.....	.....	.....	.....	.....
38.....	196	89 22	.....	.....	.....	.....	.....
36.....	408	179 80	.....	.....	.....	.....	288,500
33.....	735½	334 64	.....	.....	.....	.....	.....
32.....	395½	167 79	.....	.....	.....	.....	.....
29.....	348	124 30	.....	.....	.....	.....	.....
26.....	213	58 19	.....	.....	.....	.....	.....
24.....	263	75 81	.....	.....	.....	.....	.....
23.....	1,310½	361 44	.....	.....	.....	.....	.....
22.....	419	121 14	.....	.....	.....	.....	.....
20.....	221	49 50	.....	.....	.....	.....	.....
19.....	1,062½	265 86	.....	.....	.....	.....	.....
17.....	247	51 30	.....	.....	.....	.....	.....
12.....	10,527½	1,538 19	996,800	242 92	867,700	167 11	2,940,100
	80,219	18,727 93	4,030 900	3,984 07	15,696,000	11,645 92	14,254,600
Emp. cars, 81	355	434 03	2,015½ tons		7,848 tons.		7,127¼ tons
	80,574	19,161 96					

Tolls collected on the same, during the fiscal year ending November 30, 1856.

Class.	Fourth Class.		Fifth Class.		Total.		Total through tons of 81 miles.
Tolls.	Wt.	Tolls.	Wt.	Tolls.	T. clear.	Tolls.	
$2,950 03	179,677,000	$81,238 28	.....	.....	98,105	$93,114 98	98,105
2,639 74	37,082,200	22,376 69	222,600	$72 13	23,020	30,915 28	23,721
.....	14,491,500	.....	.....	.....	7,959	.....	7,959
474 70	6,844,600	4,219 76	95,800	31 04	4,007½	5,192 07	4,007½
125 59	271,800	143 00	29,100	8 26	240	276 85	213¼
27 38	705,700	380 31	.....	.....	372¾	407 69	322
168 38	780,900	307 43	50,400	13 10	557	488 91	440
.....	5,239,900	2,471 89	2,112,900	428 02	3,676½	2,899 91	2,632½
145 62	288,300	121 00	.....	.....	273¾	266 62	189
193 99	4,191,700	1,675 57	3,007,900	594 51	3,778	2,864 07	2,192
.....	2,491,300	1,108 25	4,590,200	868 37	3,540¾	1,976 62	2,054½
.....	4,704,400	1,747 94	15,879,300	2,721 95	10,292	4,869 89	5,336½
.....	547,100	192 22	980,800	197 48	764	389 70	358½
121 69	817,300	284 04	1,948,200	364 67	1,527	770 40	679
.....	2,644,900	858 55	3,074,500	528 66	2,860	1,687 61	1,165
.....	1,723,200	530 97	1,217,400	210 78	1,470	741 75	580¾
.....	987,100	287 03	1,931,100	315 88	1,459	602 91	522¼
.....	55,600	15 01	1,994,600	296 32	1,025	312 33	329
.....	486,200	127 13	1,705,600	253 53	1,096	380 66	423½
.....	3,324,900	809 13	7,073,400	1,014 65	5,199	1,823 78	1,476¼
.....	1,706,600	376 89	1,662,100	222 65	1,684	599 54	457½
.....	358,500	77 39	1,510,800	182 29	934½	258 68	230¾
.....	5,226,600	1,040 92	3,348,400	382 28	4,287½	1,423 20	1,005¾
.....	929,100	159 88	753,500	75 09	841	234 97	176½
459 75	20,018,600	2,598 65	68,398,400	5,478 57	46,610¾	8,947 00	6,905¼
7,306 87	295,595,000	123,147 93	121,587,000	14,260 23	225,580	161,445 42	161,482
	147,797½ tons		60,793½ tons.				
	Coal cleared by Pennsylvania railroad company.....				69,963	43,632 60	69,963
	Live stock cleared by..do.....do.....				18,895½	21,275 37	18,895½
	Lumber .....do.....do.....do.....				3,367½	2,390 22	2,666½
	Specific coal ..do.....do.....do.....				1,223	.....	1,223
	Lumber cleared from Columbia to Philadelphia.....				5,369	5,232 64	5,369
					224,398	233,976 25	259,599

STATEMENT *of Cars and Tonnage going East, cleared at Lancaster office, and*

Distance,	No. of cars.	Tolls.	First Class.		Second Class.		Third Class.	
			Wt.	Tolls.	Wt.	Tolls.	Wt.	Tolls.
70	8,821	$9,265 80	2,219,400	$2,468 67	1,226,300	$1,084 34	4,880,400	$3,159 84
68	3,795	3,830 58	340,300	397 19	1,650,800	1,400 30	4,004,200	2,593 95
58	23	22 09	.....	.....	.....	.....	.....	.....
51	24	18 60	2,500	2 14	1,200	64	120,300	64 61
45	18	12 00	.....	.....	3,600	2 38	61,300	29 59
36	156	72 88	6,800	5 30	47,400	25 29	2,500	1 04
34	28	13 62	3,500	2 31	.....	.....	.....	.....
32	363	168 53	9,500	5 38	36,600	16 55	.....	.....
23	115	39 73	10,100	4 61	27,000	7 65	400	11
18	41	12 10	3,000	1 17	58,400	16 26	.....	.....
13	159	26 63	12,100	3 49	5,400	1 04	500	08
10	37	6 34	.....	.....	1,800	34	1,500	17
9	201	18 33	.....	.....	800	11	.....	.....
7	71	5 08	.....	.....	.....	.....	.....	.....
5	223	13 94	18,100	1 89	23,900	2 27	3,000	21
	14,075	13,526 25	2,625,300	2,892 15	3,083,200	2,557 17	9,074,100	5,849 60
			1,312½ tons		1,541½ tons		4,537 tons.	

Tolls collected on the same during the fiscal year ending November 30, 1856.

Fourth Class.		Fifth Class.		Total.		Total through tons of 81 miles.
Wt.	Tolls.	Wt.	Tolls.	Tons cleared.	Tolls.	
48,587,300	$25,807 38	30,000	$8 68	28,471½	$32,528 91	24,605
16,262,800	8,371 62	.....	.....	11,129	12,763 06	9,343
102,100	48 15	.....	.....	51	48 15	36½
.....	.....	.....	.....	62	67 39	39
26,000	10 56	17,200	3 15	54	45 68	30
1,072,800	371 11	.....	.....	564¾	402 74	251
270,500	89 28	.....	.....	137	91 59	57½
3,035,400	964 07	.....	.....	1,540¾	986 00	608¾
537,400	137 93	101,200	14 57	338	164 87	108¼
192,000	36 02	54,400	6 53	154	59 98	34¼
37,600	7 87	1,085,500	90 01	570½	102 49	92¼
209,100	26 05	.....	.....	105	26 56	13
83,800	6 54	1,462,800	89 33	773¾	95 98	86
64,000	3 84	382,900	21 34	223½	25 18	19¼
824,500	48 94	604,100	24 25	736¾	77 56	45½
71,303,300	35,929 36	3,738,100	257 86	44,911½	47,486 14	35,369¼
35,651½ tons.		1,869 tons.				

STATEMENT *of Cars and Tonnage going East, cleared at Parkesburg office,*

Distance;	No. of cars.	Tolls.	First Class.		Second Class.		Third Class.	
			Wt.	Tolls.	Wt.	Tolls.	Wt.	Tolls.
66	207	$195 00	.....	.....	32,000	$2 63	18,400	$11 83
63	463	436 99	37,900	$39 24	800	50	118,400	72 16
61	1,000	913 17	254,000	254 85	10,000	7 54	446,200	258 13
60	311	279 30	2,800	2 81	.....	.....	31,000	16 64
58	926½	804 33	9,500	9 69	14,100	9 89	191,600	110 84
57	2,258	1,933 69	19,600	18 98	38,800	29 38	616,300	350 42
56	546	447 23	3,300	3 11	15,900	8 00	111,400	62 41
54	89	72 14	1,300	1 19	3,000	2 11	7,600	4 00
51	773	587 51	116,700	102 13	736,000	504 59	28,700	15 08
48	1,511	1,084 96	260,500	217 64	458,000	293 08	179,600	91 02
47	1,125	793 67	97,100	76 41	238,800	151 09	62,200	30 49
44	791	519 90	120,400	95 33	2,416,400	1,483 66	29,400	13 34
13	425	83 49	7,800	1 28	.....	.....	28,600	8 74
	10,425½	8,151 38	930,900	822 66	3,935,000	2,492 80	1,869,400	1,045 10
			465½ tons.		1,967½ tons		934½ tons.	

and Tolls collected on the same during fiscal year ending November 30, 1856.

Fourth Class.		Fifth Class.		Total.		Total through tons of 81 miles.
Wt.	Tolls.	Wt.	Tolls.	Tons cleared.	Tolls.	
1,412,400	$697 89	.....	.....	731½	$712 35	596
3,024,900	1,428 70	.....	.....	1,590	1,540 60	1,237½
5,454,200	2,499 28	.....	.....	3,080	3,019 80	2,321
2,297,900	1,036 12	.....	.....	1,166	1,055 57	863¾
6,566,900	3,075 97	.....	.....	3,391	3,206 39	2,428
15,881,500	7,265 15	.....	.....	8,278	7,663 93	5,825¼
3,981,900	1,796 92	.....	.....	2,056¼	1,870 44	1,421½
470,800	203 67	.....	.....	241½	210 97	161
5,122,000	2,225 76	.....	.....	3,000¼	2,847 86	1,889¾
10,098,200	4,111 33	.....	.....	5,498	4,713 07	3,258
7,684,100	3,072 92	.....	.....	4,041	3,330 94	2,344¾
2,593,500	1,035 38	.....	.....	2,580	2,627 71	1,401½
1,457,600	256 53	752,000	$57 90	1,123	324 45	180¼
66,065,900	28,705 62	752,000	57 90	36,776½	33,124 08	23,910
33,033 tons.		376 tons.				
Toll for excess weight.....					281 99	
Do...market passengers.....					40 03	
Fines and other collections.....					100 76	
					33,546 86	

Recapitulation of

	No. of cars.	Tolls.	First Class.		Second Class.		Third
			Tons.	Tolls.	Tons.	Tolls.	Tons.
Philadelphia.....	87,497	$64,086 88	31,955½	$71,108 61	43,556	$68,580 90	13,143
Paoli	276	255 91	64½	127 57	.....	.....	.....
Parkesburg.....	6,201	4,048 03	43¼	52 64	33¼	36 52	43¾
Lancaster	15,640	3,737 11	436½	118 82	90¾	40 12	107¾
	109,614	72,127 93	32,499¾	71,407 64	43,680	68,657 54	13,294½

Recapitulation of

Columbia.....	80,574	$19,161 96	2,015½	$3,984 07	7,848	$11,645 92	7,127¼
Lancaster	14,075	13,526 25	1,312½	2,892 15	1,541½	2,557 17	4,537
Parkesburg.....	10,425½	8,151 38	465½	822 66	1,967½	2,492 80	934½
Paoli	4,891	2,500 10	1,048	1,031 40	3,436¼	3,363 72	556¼
Coal from Columbia.....	.....	.....	.....	.....	.....	.....	.....
Lumber....do ...	.....	.....	.....	.....	.....	.....	.....
Live stock..do ...	.....	.....	.....	.....	.....	.....	.....
	109,965½	43,339 69	4,841½	8,730 28	14,793¼	20,059 61	13,155

Freight business West.

Class.	Fourth Class.		Fifth Class.		Total.		Total through tons of 81 miles.
Tolls.	Tons.	Tolls.	Tons.	Tolls.	Cleared t'ns	Toll frt. & cars.	
$16,700 04	44,136	$44,988 34	10,045½	$3,251 30	142,836	$269,540 72	127,255
.....	.....	.....	.....	.....	64½	383 48	49
31 84	619	390 99	72	9 58	811½	4,569 60	328
27 91	1,708¼	487 11	991¼	89 28	3,334½	4,500 35	429
16,759 79	46,463¼	45,866 44	11,108¾	3,350 16	147,046½	278,994 15	128,061
Philadelphia and Media railroad.....					6,794	95 22	84
					153,840½	279,089 37	128,145

Freight business East.

$7,306 87	147,797½	$123,147 93	60,793½	$14,260 23	225,580	$180,607 38	161,482
5,849 60	35,651½	35,929 36	1,869	257 86	44,911½	61,012 39	35,369¼
1,045 10	33,023	28,705 62	376	57 90	36,766½	41,698 24	23,910
457 79	7,190½	5,102 56	20½	7 58	12,252	13,080 10	5,313½
.....	.....	.....	.....	.....	71,186	43,632 60	71,186
.....	.....	.....	.....	.....	8,736½	7,622 86	8,035½
.....	.....	.....	.....	.....	18,895½	21,275 37	18,895½
14.659 36	223,662½	192,885 47	63,059	14,583 57	418,328	368,928 94	324,191¾

RATES OF TOLL FOR THE PHILADELPHIA AND COLUMBIA AND PORTAGE RAILROADS.

For Columbia Railroad.	MILLS PER MILE.				
	1st class.	2d class.	3d class.	4th class.	5th class.
For 5 miles and under, per 1,000 lbs....	21	17	14	12	8
From 6 to 12 miles.....do.....	20	16	13	11	7
Do..13 to 25..do.....do.....	19½	15½	12½	10½	6
Do..26 to 32..do.....do.....	19	15	12	10	5½
Do..33 to 39..do.....do.....	18½	14½	11½	9½	5
Do..40 to 44..do.....do.....	18	14	11	9	4
Do..45 to 51..do.....do.....	17½	13½	10½	8½	4
Do..52 to 58. do.....do.....	17	13	10	8	4
Do..59 to 81..do.....do.....	16½	12½	9½	7½	4
For Portage railroad per 1,000 lbs. per mile.....	18	14	11	9	4

Lumber cleared at Columbia for Philadelphia shall be charged 6 mills per 1,000 pounds per mile.

In addition to these rates there shall be charged three-fourths of one cent per mile for each pair of wheels passing over the Columbia and Philadelphia and Allegheny Portage railroads, whether the car be loaded or empty, excepting the cars carrying 1st, 2d, 3d and 4th class goods from Philadelphia to Johnstown or Pittsburg, and vice versa, which shall pass free of car toll when loaded. No car to be cleared for less than five miles on either road.

Cars carrying coal shall pay one-half cent per mile for each pair of wheels on Columbia and Philadelphia and Allegheny railroads.

All market cars attached to the market train going east, carrying 3d, 4th and 5th class articles, shall pay 2d class rates; and going west, carrying 5th class articles, shall pay 4th class rates.

All cars from connecting railroads going less than one mile on the Columbia railroad, shall be charged one cent for each pair of wheels, and one cent per ton on the loading, and for each passenger one cent.

No car will be permitted after the first of September, 1856, to pass over the Columbia road with axles less than 4 inches in diameter, and journals less than 2⅞ inches in diameter. Single cars, with the above mentioned sized axles and journals, will be permitted to carry 16,000 pounds, including light weight of car and loading, and double cars having the same sized axles and journals, 34,000 pounds, including light weight and loading. Until the said first day of September, 1856, cars having less journals than 2⅞ inches, will not be permitted

to weigh, including load and car, over 11,000 and 28,000 pounds respectively. Any excess over these weights will be charged double rates of the class of freight on such cars.

PASSENGER RATES ON COLUMBIA RAILROAD.

Fare on passengers, (excepting emigrants,) between Philadelphia and Pittsburg, two and one-half cents per mile. If conveyed in the fast express train to Harrisburg, or any place east of that point, three cents per mile. All passengers conveyed to any point west of Pittsburg, two and one-quarter cents per mile. Emigrants, through, 80 cents.

One hundred pounds of baggage will be allowed to each passenger, free of charge. Any excess over that amount shall be charged twenty cents per hundred pounds. Goods carried in baggage cars shall be charged twenty cents per hundred pounds.

Freights carried in express cars attached to passenger trains shall pay first class rates, and one cent per mile on each pair of wheels. No express car to be cleared for less than 4,000 pounds.

SPECIFIC RATES.

Resolved, That on all freights cleared at Philadelphia for Pittsburg, or intermediate points on the Main Line, and on all freights cleared at Pittsburg for Philadelphia, or intermediate points on the Main Line, and carried the whole distance over the public improvements between those points, and according to the foregoing classification, the following rates of toll shall be charged, viz:

	1st class.	2d class.	3d class.	4th class.
From Philadelphia to Pittsburg, per 1,000 pounds.....	$1 75	$1 40	$1 00	$ 95
From Columbia to Pittsburg, per 1,000 pounds.....	1 17	94	67	60
Coal carried from Pittsburg to Philadelphia, the whole distance over the Main Line, per ton $1 40.				

Coal carried from Pittsburg to Columbia, the whole distance over the main line, to be cleared at fourth class rates.

That the foregoing rate of toll shall include all State charges on the article or articles, and on the car or boat conveying the same, on railroad or canal, except the charge for the use of the State trucks.

That whenever a car or boat contains a portion of loading entitled to be cleared at the above rates, and another portion subject to other rates, the full motive power, road, car and boat toll shall be charged by the collector on such boat or car.

That boats and cars conveying freight under the above rates, when returning empty, shall be charged the usual rates of toll on empty boats or cars.

That the whole toll shall be paid to the collector issuing the original clearance.

Single cars, carrying specific freights, shall be subject to wheel toll, when carrying less than 4,000 pounds; and double cars, when carrying less than 8,000 pounds.